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# The Hongkong Telegraph

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## MOTOR "TOOTING" NUISANCE.

## NEW REGULATION ISSUED.

## PLACES WHERE CARS MAY BE LEFT UNATTENDED.

## RULES AMENDED.

Extensive amendments of the traffic regulations are contained in the current issue of the *Gazette*, and among the changes being made is a regulation to prevent unnecessary "tooting" of motor-horns, and the opening of Ice House Street, south of Queen's Road Central to two-way traffic.

It is laid down that, except as provided in the new regulations, drivers may not leave vehicles unattended in any road or public place.

Details are given of places where private motor-cars may be left unattended, whilst stands for cars and taxi-cabs are specified.

In Hongkong, there are ten stands for private vehicles, in the Hill District three, and in Kowloon six.

There are four stands for public motor-cars, other than taxis, in Hongkong, whilst the taxi stands number twelve for Hongkong and five for Kowloon.

Details as far as they concern private cars will be found below.

## "Tooting" Evil.

The new regulation to deal with the "tooting" nuisance reads:—"A driver shall not use a horn, bell, or other form of sound-signal, necessarily or in a manner calculated to cause public annoyance."

Another interesting regulation gives the Captain Superintendent of Police discretion to limit at any time, and from time to time, the number of licences to be issued for any class of public vehicle.

## Prior Right of Way.

It is laid down that drivers must produce their licences for inspection when called upon to do so by a police officer in uniform; and a further regulation is to the effect that a driver shall immediately draw in to the side of the roadway and stop clear of crossings when a fire-appliance vehicle or motor ambulance approaches.

The previous regulation No. 54 has been rescinded. The effect of this is to remove the prohibition of "downward" motor traffic in Ice House Street, south of Queen's Road Central.

Amongst the roads closed to motor traffic are Conduit Road, up from Robinson Road by Glenvale and down under the bridge above Castle Road; Ice House Street between Des Voeux Road Central and Queen's Road Central between the hours of 6 p.m. and 8.30 a.m.; and Hollywood Road to traffic proceeding in a westerly direction.

## For Private Cars.

Places at which private motor vehicles may be left unattended are:

1. (A) City Hall Square, when no entertainment is in progress.  
(B) Queen's Road Central, south side opposite the City Hall, when an entertainment is in progress in the City Hall.

2. Duddell Street, west side.

3. Douglas Street, west side.

4. Connaught Road Central, centre of roadway east of Star Ferry.

5. Connaught Road Central, centre of roadway between Jackson Road and Murray Road.

6. Chater Road, centre of the roadway from a white line drawn across the centre of the roadway opposite the premises of Messrs. Kelly and Walsh, Limited, to the junction of Ice House Street.

7. Chater Road, centre of roadway between Jackson Road and Murray Road.

8. Jackson Road, between Des Voeux Road Central and Connaught Road Central.

## Western District.

9. Chung Sing Street.

10. South Lane, west of Shek Tong Tsui Market.

11. Hill Road, centre of roadway between Des Voeux Road West and Queen's Road West.

## Eastern District.

12. Sharp Street East.

13. Matheson Street, west side.

14. Landale Street, west side.

15. Anton Street, west side.

16. Race Course Public entrance.

(Continued on Page 9.)

## THE CUNARD LINE AMBITION.

## TO BUILD FASTEST LINER IN THE WORLD.

## BIG ORDER EXPECTED.

London, Oct. 26. It is understood an announcement will be made very shortly by the Cunard Company regarding its plans for building a new liner to meet the competition of the White Star giant 60,000-ton ship now being built and the new German liners, Europe and Bremen.

The Cunard directors have delayed placing an order for a new liner until they were in a position to judge fully the competition they will have to meet. The Mauretania cannot be expected to retain the Atlantic speed much longer and the Cunard directors wished to be sure that their new ship will take her place as the fastest liner in the world.

The new ship is likely to cost a record sum, for speed without luxury is useless on the Atlantic trade, and she will also have to be large—probably about the same size as the new White Star liner.

The problem which has presented most difficulty has been that of engines, since, at the present time, so many new discoveries in ship propulsion are being tested. It is essential that the system adopted should give absolute reliability as well as high speed. All these questions have, it is stated, been solved satisfactorily.—*British Wireless*.

## BRITISH CLAIM TO S. ORKNEYS.

## MORE NEW YORK REPORTS OF DISPUTE.

## ARGENTINE PEEVED?

New York, Oct. 26.

According to the Buenos Aires correspondent of the *New York Times*, the Argentines are most indignant at the British attitude with regard to the ownership of the South Orkneys.

According to a recent message from this correspondent, Britain entered a protest against the erection of a wireless station by the Argentine Government in South Georgia, to which the Argentines replied claiming ownership of the islands, and explaining its inability to take active control of the Falklands owing to British occupation.

He states that the newspaper *Prensa* in a leading article declares that the British attitude is "based entirely on naval force which is certainly not a fountain of rights" and adds that "the entire people of this country resent this usurpation on the part of England."—*Reuters' American Service*.

Britain has an undeniable right of ownership of the Falklands. They were sighted by Davis in 1502 and renamed by Captain Strong after his friend, Lord Falkland. Britain definitely occupied them in 1833, and has held them since without interval. The South Orkneys are dependencies. It is notable that the alleged dispute details are derived from American sources.

## HONGKONG'S LOAN.

## BOARD FORMED TO ALLOT THE BONDS.

In connexion with the issue of the remaining \$2,000,000 of the Hongkong Public Works Loan, H. E. the Officer Administering the Government has appointed a Board for the purpose of considering the applications and allotting the bonds.

The members of the Board are the Hon. Mr. C. G. Alabaster, K.C., O.B.E. (Chairman), the Hon. Mr. McI. Messer, O.B.E., and Mr. V. M. Grayburn.

## FRENCH TEXTILE STRIKE.

## 40,000 OPERATIVES OUT AT ROUEN.

Paris, Oct. 26. A serious strike of textile workers in the Rouen districts is reported, over forty thousand workers having downed tools to-day.

The workers are demanding wage increases.—*Reuters*.

## INDUSTRIAL PEACE IN BRITAIN.

## GREAT HOPES FOR THE FUTURE.

## CO-OPERATION BETWEEN T.U.C. & EMPLOYERS.

## ERA OF PROSPERITY.

London, Oct. 26. Lord Londonderry, who, following Earl Birkenhead's resignation from the India Office, has been appointed a member of the Government in the capacity of First Commissioner of Works, made an interesting speech at Darlington yesterday on the subject of peace in industry, and the recent movements to that desirable end.

He expressed regret that owing to his new appointment, it would be necessary for him, as soon in the development of the movement, to give up membership of the Industrial Conference, of which Lord Melchett is the President, and which is seeking to improve the general relations between employer and employee.

## Recognition of T.U.C.

Explaining the object of the National Industrial Council, which will be composed of the Executive Council of the Trades Union Congress on the one side, and an equal number of prominent employers of labour on the other, Lord Londonderry said that the employers had come to recognise that due acknowledgement of the T.U.C. was necessary.

The Trade Union Congress, he said, were a most effective organisation, and the only body which possessed the authority through their General Council to discuss and negotiate all questions relating to the entire field of industry.

## New Spirit Created.

Modern Trade Unionism was a highly developed organisation, and it was encouraging to find that the Trade Union leaders were anxious to do all in their power on the lines of material interest and cooperation to create a new spirit throughout the country without giving away any of the rights or privileges of those whom they represent.

## No Disastrous Deadlocks.

The National Industrial Council when set up would enable employers and employees to get together before industrial disputes seriously developed, and the country might in future be saved from those disastrous deadlocks which had hampered industrial activity not only in Great Britain, but in the Falklands as well.

Lord Londonderry concluded by stating that he had no doubt that the Industrial Conference, now drawing up the final details of the proposals, would produce a report which would definitely show the advantages to be gained by the scientific organisation of industry, and that they could look forward to an era of industrial prosperity and material success if the recommendations were carried out.—*Reuters*.

## REORGANISATION OF AFGHANISTAN.

## MORE REFORMS OUTLINED BY KING AMANULLA.

## LOAN FOR REMISSION OF DUTIES.

Shanghai, Oct. 21. In connexion with the appointment of Henry Ford as honorary economic adviser to the Nationalist Government, it has been rumoured for a considerable time that the Nationalist Government was negotiating with him pertaining to schemes to construct several thousand miles of trunk-line motor roads connecting various sections of the country.

According to the reports, Mr. Ford is willing to advance a loan to be repaid by the remission of customs duties on Ford cars.

The workers are demanding wage increases.—*Reuters*.

## STRAITS BATTLE FOR EQUITY.

## MASS MEETING ON MILITARY CONTRIBUTION.

## UNOFFICIALS UPHELD.

Singapore, Oct. 26.

A largely-attended public mass meeting held under the auspices of the Straits Settlements Association passed a resolution supporting the views of the Unofficial Members of the Legislative Council with regard to Singapore's contribution to the Singapore Base.

This meeting follows closely upon the meeting of the Chinese community, where a similar resolution was approved.—*Reuters*.

The public dissatisfaction with the official attitude, arises from the fact that if the 20 per cent of revenue is insisted upon as the military contribution, the amount will increase enormously over recent years by reason of the extra garrison. Singapore has never before required to pay the full 20 per cent, but if the Government maintains its position, it cannot be avoided.

The Unofficials have suggested that an annual contribution of \$3,600,000 should be fixed for the next five years, the sum being fixed on the recent averages.

It is regarded in Singapore as inequitable that they should pay more than other Colonies and Dominions for a Base which is required as part of the scheme of Empire defence.

## GERMAN ATTITUDE ON REPARATIONS.

## WILL CO-OPERATE WITH OTHER GOVERNMENTS.

## INDEPENDENTS URGED

Berlin, Oct. 26.

An official communiqué has been issued stating that the German Cabinet has decided to co-operate with other Governments concerned to facilitate the appointment of a Committee of Experts to complete the settlement of the Reparations question.

Reuter learns that Germany attaches particular importance to the principle that the members of the Committee should be independent experts and not Government officials.

The conversations between M. Poincaré and Mr. Winston Churchill in Paris last Friday paved the way for speedy appointment of the Committee, which was agreed upon between the interested Powers at Geneva last month.

## No Disastrous Deadlocks.

The prospects are favourable for a complete understanding on the total amount of Germany's liability within a few months.

Britain's attitude was indicated by Mr. Churchill when he said that while Britain was prepared to do all that was possible to help in any good arrangement, she had already made an immense and unequalled contribution, in remitting all debts of the Allies except as much as would enable her to pay America from the proceeds. The Balfour Note laid it down that we would not expect more than we were required to pay, and we are almost on the point of accomplishing that position, which we will do our utmost to maintain.—*Reuters*.

## Party and Government.

The fear that the Party may come into conflict with the Government is entirely without foundation. Under the old scheme of government, in the event of the Party authorities opposing the policies of those who were running the government of the country, a serious situation would have arisen. The present position is, however, different. The important members of the Central Executive Committee of the Kuomintang, which is the highest authority of the Party, are also members of the State Council which occupies the same position in the Government as the former enjoys in the Party. There is, therefore, no likelihood of any serious struggle between the two bodies.

The reforms include the appointment of a foreign adviser to organise the Finance Department, and the opening of a school where instruction will be given in Turkish to qualify students for admission to the Turkish Military Academy at Constantinople.—*Reuters*.

## HOPE AND CRISIS MINGLE.

## THE PRESENT ERA IN NANKING.

## PARTY & GOVERNMENT NOT LIKELY TO CLASH.

## FUTURE OUTLOOK.

Nanking, Oct. 20.

It is the general opinion among both civilian and political leaders here that the present moment is the most hopeful as well as the most critical period in the history of modern China. For the past year or more, militarists and war movements dominated in the National Government, and no attempt was made by the Nationalist authorities to state it was not so.

Broadly speaking the situation could not be met in any other way, with almost half China still in the hands of the Northern warlords.

The anti-north expedition having reached a victorious conclusion, the country looked forward to a period of peaceful rehabilitation and reconstruction. Suddenly a split occurred in the Kuomintang ranks, and the days which followed the Fifth Plenary Session looked no more rosy than the time when the Hankow group were on the eve of a rupture with the Nanking leaders.

## Timely Compromises.

By clever manoeuvring and timely compromises on the part of the leaders, especially General Chiang Kai-shek, the Conservative members of the Party were able to greatly strengthen their position at Nanking and started to establish the new form of government under five yuan. With almost unexpected rapidity the reorganized government came into being and was formally inaugurated on October 10, on the occasion of the National Commemoration Day.

In a recent interview, one of the highest authorities in the government stated that the leaders realized to the fullest extent the immensity of their task to reconstruct the country. This party explains why the Nanking Government has recently appointed five foreign economic advisors.

The spokesman also added that the improvement of railways and other communication facilities throughout the country in general will be the immediate programme of the Nationalists.

## Sun Fo's Big Task.

This task falls on the shoulders of Mr. Sun Fo, son of the late leader of the Nationalist movement, who, it is reported, has made arrangements with foreign capitalists providing for their co-operation in the reconstruction work here.

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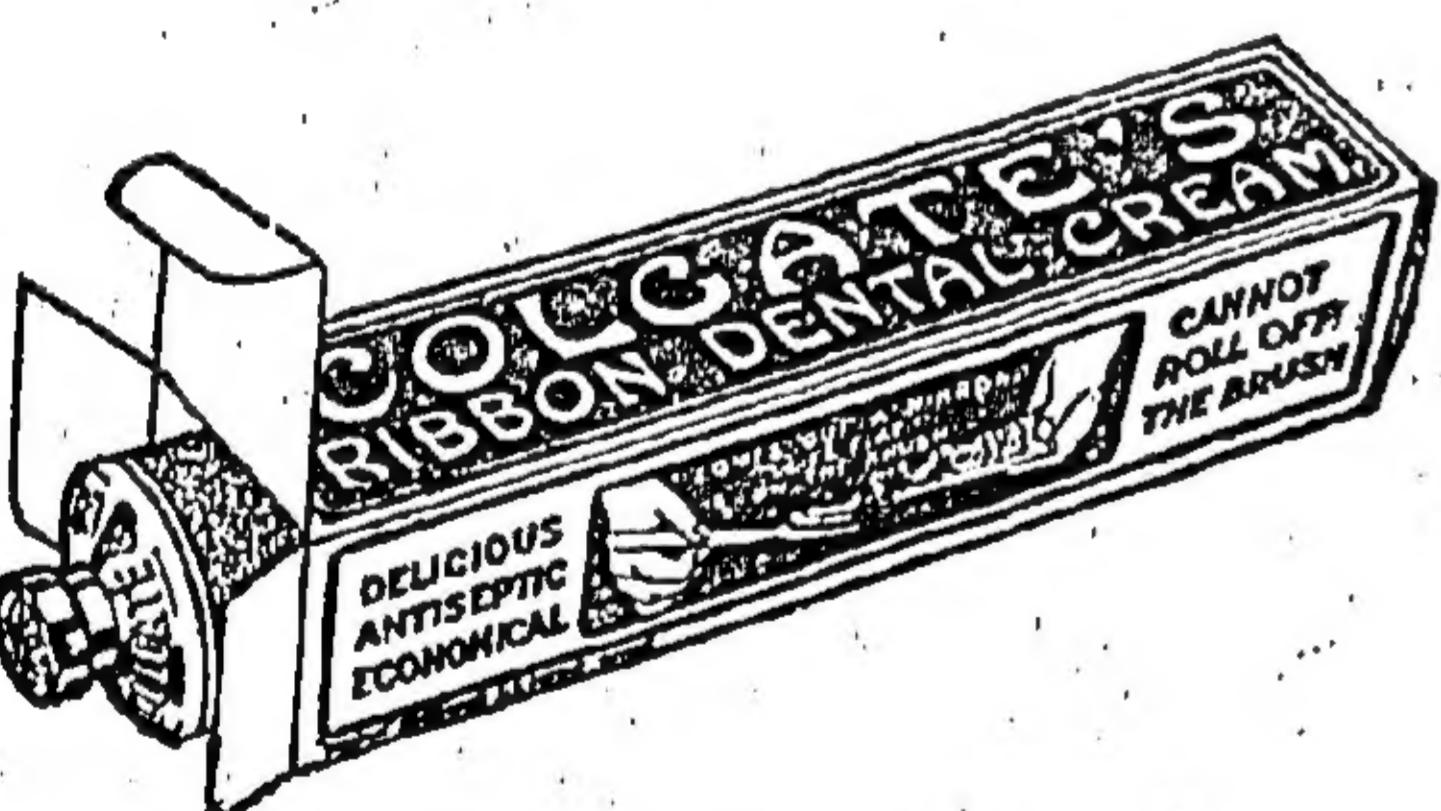
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**EIGHT RESIDENTS INVESTED.**

**RECIPIENTS OF BIRTHDAY'S HONOURS.**

**NOTABLE FUNCTION.**

There were about 400 guests at Government House last night when eight local residents received decorations, conferred on them in the King's Birthday Honours, the investiture being carried out by His Excellency the Officer Administering the Government.

After dinner the guests were received in the lounge leading to the ballroom, those taking part in the ceremony, entering the ballroom and awaiting the arrival of H. E. the Officer Administering the Government.

The first procession was then formed, consisting of Capt. A. J. L. Whyte (A.D.C. to H. E. the Officer Administering the Government), Colonel Stewart, and Colonel J. S. Bostock, C.B.E., Mr. W. W. Hornell C.I.E., M.A., (Vice Chancellor of the University) and Colonel R. B. Skinner, O.B.E., the Hon. Mr. E. R. Halifax, C.M.G., C.B.E. (Colonial Secretary), and Commodore J. L. Pearson, C.M.G., Sir Henry Gollan, C.B.E. and Major General C. C. Luard, C.B., C.M.G., (General Officer Commanding) and H. E. the Officer Administering the Government, the Hon. Mr. W. T. Southern, C.M.G.

His Excellency and the rest of the procession left the drawing room and advanced to the dais in the ballroom, the band of the King's Own Scottish Borderers playing processional music. As soon as the procession took up its position at the dais the band played the first six bars of the National Anthem.

Major H. B. L. Dowbiggin, A.D.C., then advanced to Mr. Holmes who was supported on his right by the Hon. Dr. R. H. Kotewall, C.M.G. I.L.D., and on his left by Mr. F. C. Jenkins. This procession had formed up outside the entrance to the ballroom and, entering, came to a halt in front of the dais, Mr. Holmes standing in front of His Excellency.

The Chief Justice then received a copy of the Warrant from Captain Whyte and read it.

**A Glowing Encomium.**

The Warrant was then returned to the A.D.C. and H. E. then addressed Mr. Holmes saying:

Mr. Holmes.—My close association with you in your capacity as Crown Solicitor during the last three years has enabled me to realize how completely you have deserved the honour which His Majesty has been pleased to confer on you. Your legal ability has been coupled with tact, discretion and devotion to duty which are beyond all praise.

Nothing was too difficult, nothing was too much trouble when your advice was sought, and when the Shanghai Defence Force was sent to Hongkong and the Military Authorities were suddenly confronted with many complex legal questions it was to you that this Government turned to help them. It was no surprise to me to receive from the General Officer Commanding a glowing encomium of your work on behalf of the Military Authorities and the Imperial Government.

It gives me the greatest personal pleasure to be the means of investing you with the Insignia of a Commander of the Most Excellent Order of the British Empire and I offer you my heartiest congratulations.

H. E. then received the insignia of the C.B.E. from Major Dowbiggin and invested Mr. Holmes who then, together with his supporters, took up a position on the dais.

**Dr. Tso Invested.**

The second procession, consisting of Captain P. Perfect, A.D.C., and Dr. Tso, supported on his right by the Hon. Mr. H. T. Creasy, C.B.E. (Director of Public Works) and on his left by the Hon. Mr. M. C. Messer, O.B.E. (Colonial Treasurer) then advanced, the warrant of the grant of the Dignity of an Officer of the Civil Division of the

Order of the British Empire being read.

H. E. then addressed Dr. Tso saying:

Dr. Tso Shin-wan.—It gives me great pleasure to be the means of investing you with the Insignia of an Officer of the Most Excellent Order of the British Empire. For over thirty years you have been devoting yourself to work for the public good of the people of this Colony. The fact that you are actively connected with no less than seventeen public or semi-public bodies in Hongkong is sufficient testimony of your public spirit. Nor have you been content to be a lay figure on any of the committees with which you have been associated. Your energy and initiative have been unbounded, and the Colony owes you a great debt for the practical interest you have shown in all matters connected with the prevention of disease, the furtherance of education and the preservation of law and order.

I congratulate you most warmly on the honour which His Majesty the King has conferred upon you.

With similar ceremony Dr. Tso was invested with the O.B.E. after which he and his supporters took up their positions on the dais.

**Miss Mackay's Work.**

The third procession consisted of Captain R. Q. F. Johnston (A.D.C. to the G.O.C.) and Miss Mackay, supported on her right by Sir Robert Ho Tung and on her left by Mr. George Duncan, M.B.E. The usual procedure was followed.

H. E.'s address to Miss Mackay was as follows:

Miss Mackay.—It gives me great pleasure to be the means of investing you with the Insignia of an Officer of the military Division of the Most Excellent Order of the British Empire.

The distinctions you already wear bear testimony to your long and distinguished record in the Nursing Service of His Majesty's Forces, and it has pleased His Majesty to confer on you this further distinction, not only in recognition of your past service, but as a special mark of appreciation of the ability with which you carried out the extra work and responsibility thrown on your shoulders by the arrival of the Shanghai Defence Force.

I congratulate you and wish you all success in your noblest of callings.

**Defence Force Problems.**

After Miss Mackay had been invested, four other processions advanced into the ball room. These were:

Paymaster Commander H. Rogers, O.B.E. (Commodore's Secretary) and Mr. R. Sutherland, O.B.E., supported on his right by Sir Shou-sun Chow and on his left by Mr. P. P. J. Wodehouse, C.I.E.

Mr. Wright, R.A., A.D.C., and Mrs. Alabaster, supported on her right by the Hon. Mr. C. G. Alabaster, K.C., O.B.E., and on her left by Mr. Ho Koon Tong, O.B.E.

Major Dowbiggin, A.D.C., and Mrs. Remington, supported on her right by Captain J. B. H. Doyle, O.B.E., and on her left by Colonel Robertson, O.B.E.

Captain Perfect, A.D.C., and Mrs. Wolfe, supported on her right by the Hon. Mr. E. D. C. Wolfe, C.M.G., and on her left by Mr. E. Cook, M.B.E.

H. E. then said: Ladies and Gentlemen.—The sudden arrival of Shanghai Defence Force found the Colony very inadequately provided with social amenities for the largely increased number of troops which were for a time stationed in Hongkong.

An appeal was made for help and the response was as prompt as it was generous. With the aid of the local Young Men's Christian Association and particularly of its energetic Secretary, Mr. J. H. Hunt, O.B.E., special canteens were established both in Hongkong and in Kowloon, concerts were arranged, and facilities for sports were organized, all by voluntary helpers at considerable sacrifice of time, energy and convenience, and the work was continued with unflagging zeal throughout the heat of the trying summer weather.

(Continued on Page 3.)

**A Habit Worth While.**

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As a remedy for constipation, liverishness, sick headaches, biliousness and foul breath Pinkettes, the dainty little gentle-natured laxatives, are perfection. Chemists sell them, or post 'free' at 60 cents the vial from the Dr. Williams' Medicine Co., 60, Klang Road, Shanghai.



It was impossible to give separate recognition to each individual helper where the whole community has done so well, but His Majesty, desirous of conferring on the community a signal recognition of the efforts made on behalf of His troops, has been pleased to confer honours on six of the Indian and gentlemen who took part. Mrs. Russell Brown and Captain Adey are absent to-day, but it is my privilege to invest Mr. Sutherland, Mrs. Alabaster, Mrs. Remington and Mrs. Wolfe with the insignia of the honours conferred on them.

**Mr. Sutherland's Promotion.**

The warrants were read and the recipients' of honours invested. H. E. addressing Mr. Sutherland as follows:

Mr. Sutherland.—His Majesty has been pleased to promote you from the position of a Member to the position of an Officer in the Most Excellent Order of the British Empire. You have worked and continued to work incessantly for the welfare of the Troops in Hongkong. You organized concerts, sports and entertainments, and your continued interest has again been shown in your important contribution to the success of the recent Tattoo. I congratulate you.

Mr. Sutherland was then invested.

**Work for the Y.M.C.A.**

The ladies were invested in turn, the addresses by H. E. being:

Mrs. Alabaster.—You share with Mrs. Wolfe the distinction of having devoted more of your time to the work of the Young Men's Christian Association canteens than any other voluntary worker. Your efforts in organizing the libraries have been specially appreciated and your popularity with the members of His Majesty's Forces is a splendid testimony to the appreciation evoked by your work.

I congratulate you on the honour conferred on you and have much pleasure in investing you with the insignia of a Member of the Most Excellent Order of the British Empire.

**Unstinted Admiration.**

Mrs. Remington.—You were responsible for organizing the Ladies' Service at the canteen in Kowloon, the success of which was due in no small measure to your untiring efforts on its behalf. The same spirit which led you to the War Service of which you wear the honoured distinctions, no doubt led you to volunteer for the arduous labour of the Kowloon canteen, and your devotion to duty, even at the expense of health itself, won unstinted admiration.

I have much pleasure in investing you with the insignia of a Member of the Most Excellent Order of the British Empire and offering you my congratulations.

**Inspiration to Helpers.**

Mrs. Wolfe.—You share with Mrs. Alabaster the distinction of having devoted more of your time to the work.

(Continued on Page 3.)

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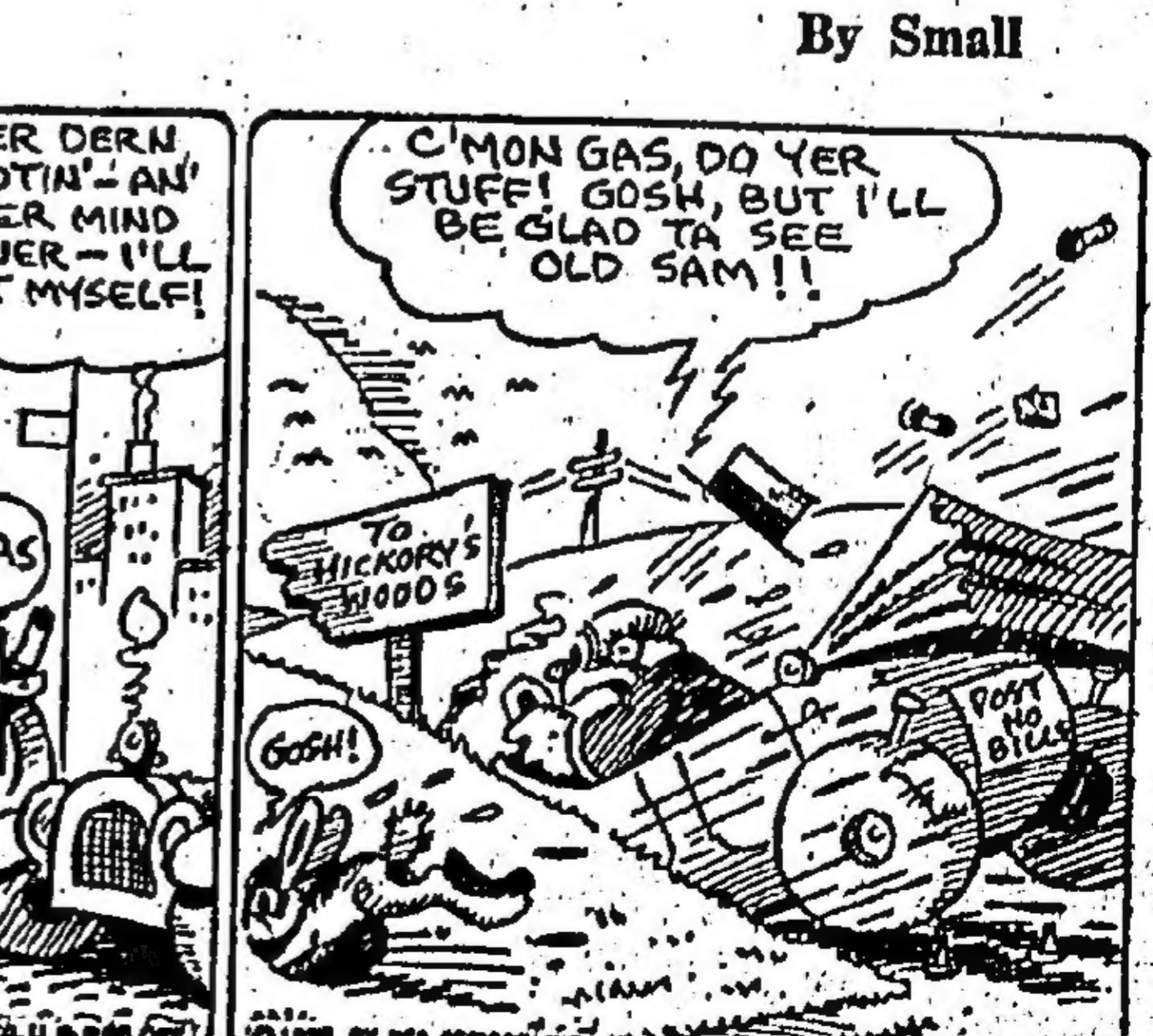
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**SHINYO WORK.**  
COUNTERCLAIM SUCCEEDS  
ON ONE POINT.

The 'claim' and counterclaim arising out of the dispute between two sub-contractors with regard to work done on board the s.s. Shinyo Maru was finally settled in the Summary Court yesterday afternoon, when Mr. Justice Jackie gave judgment on both claim and counterclaim for the plaintiff and defendant respectively, the former for \$263, being the full amount claimed, and the latter for \$139.70 only, out of a total claim of \$349.70.

Kwok Yee, 91 Wuhu Street, Hung Hom, claimed against Li Ming, 13 Whitfield Road, Causeway Bay, for the sum of \$263, being the balance due for work done on the ship. Li Ming counterclaimed for \$349.70 for unsatisfactory and uncompleted work.

It was alleged by Li Ming that the plaintiff failed to scrape and paint, tank tops and bilges as per contract, that his men burnt wires in scraping and burning paint off "B" deck houses, and that he (defendant) had paid a sum of \$40.30 to the plaintiff in addition to other payments. These allegations were denied by the plaintiff, who also contended that the tank tops and bilges work was not included in the contract. He admitted the total contract price to be \$768.

The defendant included in his counterclaim money deducted by the principal contractor, Tok Kee, these being \$170 for tank tops and bilges, \$139.40 for new electric wires, and \$40.30 as payment.

His Lordship found that the work of scraping and painting the tank tops and bilges was not included in the contract and that also, in the absence of a receipt, he could not believe that the sum of \$40.30 was paid to the plaintiff. He decided, however, that the plaintiff's workmen were responsible for the burnt wires, and allowed the counterclaims to succeed on this point.

Disputed Point.

When the case was resumed Mr. Arculli called a witness who gave evidence with regard to the burning of the wires and the installation of a new set.

Mr. Arculli then made his closing address for the defence. In doing so he pointed out that there was no dispute about the contract price or that the paint was supplied. The disputed point was whether the contract included the scraping and painting of the tank tops and bilges. The defendant contended that such work was included while this was denied by the plaintiff.

Mr. Arculli referred his Lordship to the tender where the bunker work was mentioned with no special exception of the floor, which included the tank tops and bilges. If he (Mr. Arculli) contracted to paint a house he would not leave the ground floors unpainted and in like manner the disputed painting should have been done with the bunkers. The lack of special exception in the tender alone made the plaintiff responsible for that work.

His Lordship should also bear in mind, continued Mr. Arculli, that the tank tops and bilges were very important as they had more work to do. They collected more dirt and also carried dirty water. It was very essential that they should be scraped and painted otherwise the metal would deteriorate.

The defendant had said in evidence that he expressly told the plaintiff that the tank tops and bilges would have to be done. His (defendant's) contract with the principal contractor, Tok Kee, included that work. Was it likely, asked Mr. Arculli, that the defendant would not tell the plaintiff so in sub-contracting the work. The plaintiff had said in cross-examination that he knew the defendant to be a sub-contractor for Tok Kee and had further admitted that the work was to be done to the satisfaction of Tok Kee. That bore out the defendant's story that he told the plaintiff about doing the disputed work.

Plaintiff's Alleged Admission.

With regard to the burnt wires, Mr. Arculli continued, Tok Kee had said in evidence that the plaintiff admitted his men had burnt the wires and asked that the deduction made should not be too heavy. He had also admitted not completing the bunkers, according to the witness.

One of the plaintiff's own witnesses had said in evidence that the man worked by candlelight when scraping, burning and painting the deck houses. The reason for that, Mr. Arculli submitted, was because they burnt the wires and could not therefore use electric light.

Dealing with the payment of \$40.30, Mr. Arculli pointed out that the plaintiff's account was written by another man, the plaintiff himself being unable to write, whereas the defendant wrote his own account. He suggested that the defendant was more likely to be right on that point.

After stating that the evidence in support of the claim was extremely strong, and that the evidence said nothing about the tank

**EIGHT RESIDENTS  
INVESTED.**

(Continued from Page 2.)

and energy to the work of the Young Men's Christian Association canteens than any other voluntary workers. On you devolved the task of organizing the entire restaurant side of the Young Men's Christian Association canteen in Hongkong, including the personnel, the equipment and the food. The extreme popularity of this canteen was largely due to the excellence of the food and drink provided and for this His Majesty's Forces were indebted to your initiative and organizing ability. Your tireless energy was an inspiration to all helpers.

I have much pleasure in congratulating you on the honour conferred upon you, and in investing you with the insignia of a Member of the Most Excellent Order of the British Empire.

Imperial Service Order.

After Mrs. Wolfe had taken up her position on the dais Captain Johnson, A.D.C., advanced with Mr. Reed, supported on his right by Lieut. C. H. Atkins, M.B.E., and on his left by Mr. H. Dixon, I.S.O. The warrant was then read by the Chief Justice.

Forty Years' Service.

Mr. Reed was then invested being addressed by the Officer Administering the Government as follows:

Mr. Reed.—For over forty years you have served in the clerical branch of the Civil Service of this Colony, in the course of which you have risen to the very responsible position of Accountant of the General Post Office, and have become one of the mainstays of that important Institution. In recognition of your long, faithful and efficient service His Majesty the King has appointed you to be a Companion of the Imperial Service Order, and it gives me much pleasure to invest you with the badge of the Order. I congratulate you heartily on this well-earned honour.

The Procession.

After Mr. Reed had taken up his position on the dais the band played the National Anthem in full, the following procession then advancing to the centre of the ballroom and dispersing: Captain Perfect, and Major Dowbiggin, Captain Johnson, Mr. Wright and Paymaster Commander Rogers, Sir Henry Gillan, H. E. the Officer Administering the Government and Major General Luard, Mr. R. Sutherland and Mr. Holmes, Miss Mackay and Dr. Tso, Mrs. Alabaster and Mrs. Remington, Mr. Reed and Mrs. Wolfe, Hon. Mr. Halifax and Commodore Pearson, Mr. W. W. Hornell and Colonel Bostock, Colonel Stewart and Colonel Skinner, the Hon. Sir Shou-son Chow and the Hon. Dr. Kotewall, Mr. P. P. J. Wodehouse and Mr. Jenkins, Sir Robert Ho Tung and the Hon. Mr. Creasy, Mr. George Duncan and the Hon. Mr. Mel. Messer, Colonel Robertson and Mr. Ho Kom-tong, Captain Doyle and the Hon. Mr. C. G. Alabaster, Mr. Cock and the Hon. Mr. E. D. C. Wolfe, Mr. Dixon and Lieut. Atkins, Captain Whyte.

A musical programme followed.

tops and bilges forming part of the contract, Mr. Owen spoke with regard to the counterclaims.

He continued to think it was significant that in the account submitted by Tok Kee the tank tops and bilges were not specifically mentioned as between Tok Kee and the defendant. "I don't know whether Tok Kee ever specified such work to the defendant." That bore out that when the defendant handed on the particular part of the contract to the plaintiff, he did not mention that the work should be done. Furthermore, the defendant was present during the greater part of the time that the work was being done.

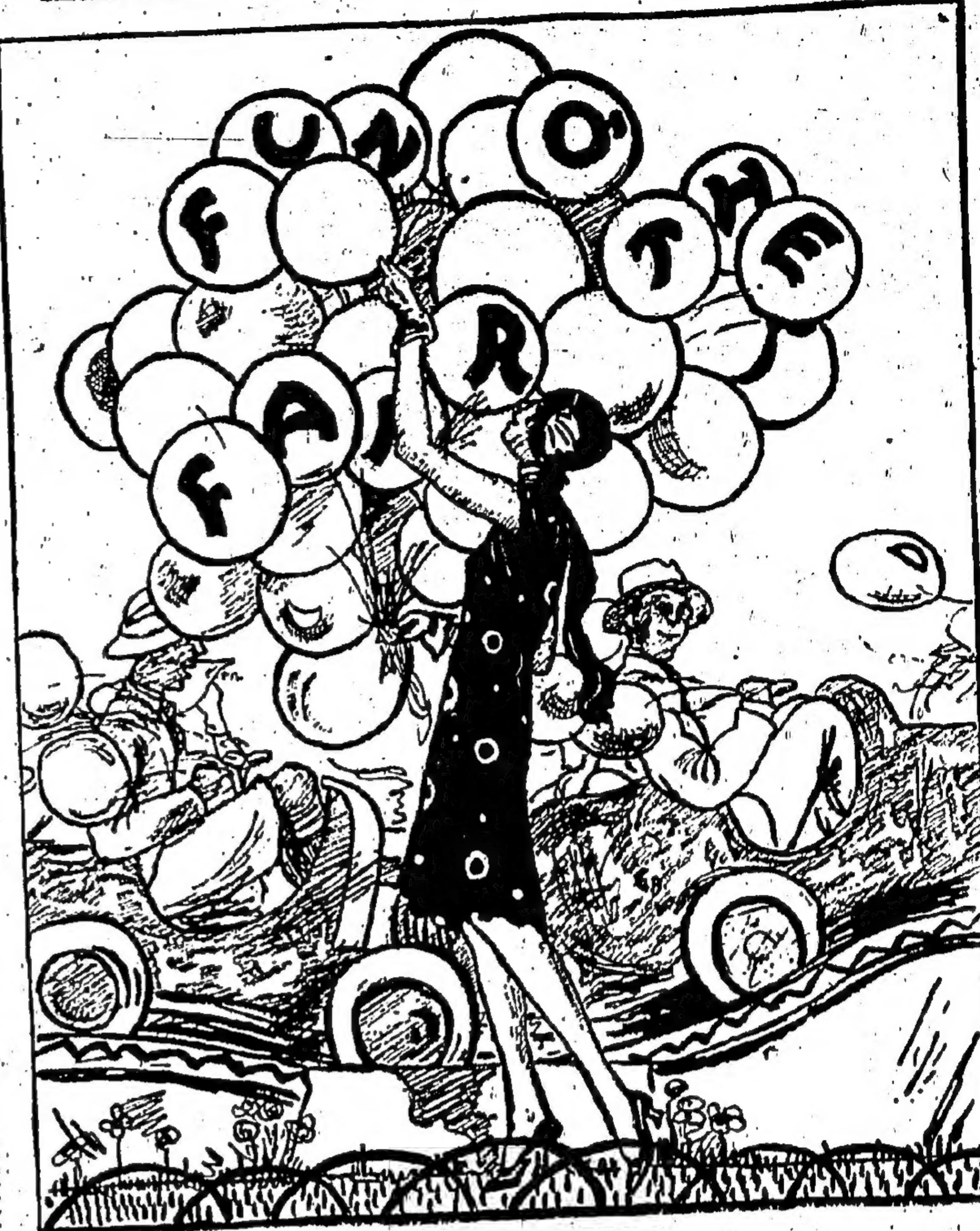
No Direct Evidence.

Mr. Owen pointed out there was no direct evidence that any of the plaintiff's workmen burnt or damaged the wires in any way. Such a statement was surmise. It was supposed that because the plaintiff's men used, and had to use, blow-lamps for burning off the paint, they also burnt the wires but no one was able to say that they actually saw the wires burnt. Further they had heard four workmen and a foreman who were actually engaged in that work, who had said that nothing of the sort happened.

Speaking with regard to the payment of \$40.30, Mr. Owen said that the defendant claimed to have paid that sum to the plaintiff in addition to other payments which were admitted. That payment was directly denied. On looking at the account submitted as to daily payments making up the total paid, there were a number of small items such as 80 cents, 50 cents and a dollar. Mr. Owen said he could not imagine anyone giving 50 cents on account of a \$700 bill. He submitted that taking it altogether, with the denial that the payment was received, it was not very feasible that all the sums mentioned were ever paid on account.

His Lordship gave judgment as stated above.

**HONGKONG WOMEN'S GUILD  
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**MOTOR CAR FOR SALE.**—Morris Oxford, 1925 Touring Model. In good running order. Apply Tal-ko Sugar Refy, Quarry Bay.

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**New Advertisements.**

**CLUB LUSITANO.**

**CIRCULAR.**

A Comissao Directora do Club Lusitano tem a honra de convidar os Exmos. Srs. Socio's e suas Exmas. Familias do Club de Recreio, da Associação Portuguesa de Socorros Mutuos e d'este Club e os demais Membros da Comunidade Portuguesa, para se reunirem na Sala "Luz de Camões" do Club Lusitano na Segunda-feira, 29 de Outubro, as 5½ horas da tarde, assim de assistirem a Recepção em honra de S. Exa. o Ministro de Portugal em Peking.

Hayera em seguida, uma chadunante.

Hongkong, 20 de Outubro de 1928,  
O Secretario,  
E. D. DA ROZA.

**MINISTERING CHILDREN'S  
LEAGUE.**

(Kowloon Branch.)

**DOLL AND CRADLE  
RAFFLE**

has been won by  
No. 150.

**NOTICE.**

Morris Cowley Car No. 2260.  
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Matheson).

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**NOTICE.**

The Showroom at No. 2, Queen's Road Central will be removed to new premises at No. 12, Des Voeux Road Central (Powell's Building) on the 29th October. GIBB, LIVINGSTON & CO., LTD. Agents.

**HONGKONG JOCKEY CLUB.**

Draft Programmes and Entry Forms for the Seventh Extra Race Meeting to be held on Saturday, 10th November, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at twelve o'clock noon on Wednesday, 31st October, 1928.

**CLUB DE RECREIO.**

First Athletic Meeting to be held at King's Park, on the 11th November, 1928.

Relay Race (Team of four, two 220 and two 440 yards), open to all Clubs, Hongs or Units.

Entrance Fee \$2.00 per team.

Entries close on the 1st November, 1928.

F. A. XAVIER,  
Hon. Secretary.

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**FIRST TOURNAMENT**

**November 3rd,**

**9.15 p.m.**

**AT THE CITY HALL.**

**WELTERWEIGHT CHAMPIONSHIP**

**OF COLONY.**

**15 Rounds**

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**MORRIS v FRASER**

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### "THE LININGS OF LIFE."

### THE REMINISCENCES OF LADY PAGET.

### SIEGE OF PARIS.

Emperors and Kings, Princes and Dukes, great names in history and big events in the shaping of modern Europe, dealt with in an intimate and inconsequential vein by one who has known and lived among them all, are to be met with in every page of Walburga Lady Paget's latest book: "The Linings of Life," which has just been published in two volumes by Messrs. Hurst and Blackett Ltd. (21s. net each).

As a contribution to knowledge, as a history "without tears," as a mirror to the life of the last century, or merely as light and amusing reading, Lady Paget's book will find many friends. With an atmospheric background provided by the rigid and austere discipline of Nineteenth Century European Courts, Lady Paget yet manages to make her book warm and real by always showing us the human side of everything and finding a silver lining of laughter to even the blackest cloud of etiquette.

### "DULLY DULL" COURT.

That the English Court of those days at least did not exactly ring with merriment is evident from Lady Paget's confession: "The Queen this year ordered A (Sir Augustus Paget) to come to Balmoral, and I was not sorry when I heard there would not be any room for me, as the accounts which I had heard from ladies of the deadly dullness of the life there and the liness of the rooms filled me with terror."

However, there is a bright side to everything, as the following extract from one of the authoress's letters shows: "It is fortunate the Queen will be at Balmoral, for it is only when she is there that the mail trains run right through on Sunday. Was there ever such barbarism?

—Wilhelm, Bismarck, King Edward and Queen Alexandra, Palmerston, and Gladstone appear in the pages of the book, not as great personages but as great personages but as ordinary men and women "off the stage," as it were.

Of Frederick William, the Crown Prince, Lady Paget writes: "We always used to have out cakes.... the Crown Prince, who adored everything English and Scotch, vowed he could never get any half so good, and asked me where they came from.... I had promised to teach Count Eulenburg, the Crown Prince's Hof Marshal, 'He looked very funny in a white apron.'

### Before the Bombardment.

The war of 1870 finds a large place in the book, and references to it are constantly cropping up. In the main these are contained in letters received by Lady Paget from Count Maurice Hohenthal at the front. Written from Ecouen, before Paris, in October, 1870, they throw some new light on the historic events of that time. "Yesterday the King created the Crown Prince and Prince Frederick Charles Field-Marshal. The bombardment (of Paris) is to begin in a few days. The railway lines have all been destroyed round Paris... this town of luxury and pleasure will be a town of mourning. How long this may last no man can tell. Moltke and Bismarck don't know it, either."

Then, later in December, he wrote: "We have noticed that there is still French cavalry in the forts; they can therefore still live some time on horse flesh. The bombardment will not take place because the Crown Prince and General Blumenthal are against it."

These letters, of which there are many, are in themselves a history of the siege of Paris. For the rest, the book is light-hearted enough and deals with personalities, some of whom are still with us, while some are to-day only names.

"An everyday and intimate book," Lady Paget calls it, "a book full of little nothings, which many may think is useless—it may be so to this generation, but, please God in another hundred years, people will live whose only interests are not centred in racing or motoring, airships, cinemas, football, tennis, and such like, and will like to know something about their forebears, just as we like to inquire into Elizabethan days in which some of us have found many hints of grace and dignity."

### Behind the Scenes.

Intimate the book certainly is and gives many delightful glimpses behind the scenes of big events. The journey of Princess Alexandra from Denmark to London to marry the Prince of Wales provides a typical instance. Of this, Lady Paget writes, in reference to the entourage: "It seems to me our progress is very like a snowball; the further we roll the more we increase in size." The successful efforts of her husband

### MOTHER'S DILEMMA.

### LUNATIC SON SHOT TO SAVE HIM FROM ASYLUM.

Berlin, Sept. 24.

A pathetic case of murder to relieve suffering is reported from a Berlin suburb to-day when a woman shot her mentally deranged son and then surrendered voluntarily to the police.

The son had for long been subject to violent fits of frenzy. He had already been in an asylum, and though uncured had been released at the urgent request of the family. Lately his condition had become so markedly worse that he was a perpetual source of danger to the rest of the family. It was at length decided that there was no course but to restore him to the asylum. The unhappy mother, realising the incurable character of her son's disease, could not face the prospect of his being confined in an asylum for life. In despair at her dilemma she shot the sufferer in his bed during the night.

to enable the suite to arrive in Brussels in ordinary clothes and not uniform, the smallness of the hotel bills during the journey, and the excitement and anticipation of the whole party show up this historic journey in a new and homespun light.

Here and there with little reference to anything in particular are dropped a few lines of absorbing interest to students of history—"Lord Palmerston's tradition never to think of dressing until the dinner bell had gone"; "A Miss Sneyd who had been immensely admired in Paris by Napoleon III, who, it is said, repented too late at not having chosen her for his consort. The fortunes of Europe would have been very different in that case as the Empress Eugenie dragged her unwilling husband into an iniquitous war, and caused the fall of his dynasty."

### Gladstone.

"The Princess of Wales told me that living at St. Petersburg was like living on a mine. She says the Empress never has a quiet moment. I am told Mr. Gladstone has to be guarded wherever he goes, the Fenians are always after him. Mrs. Gladstone is in a fearful state about it."

Another glimpse of Gladstone in reference to the Balkan troubles of the time. "They all own that it was owing to Lord Salisbury's tact that war had been prevented hitherto. Mr. Brinsley Richards, the correspondent of the *Times*, said he had seen piles of postcards and letters from Mr. Gladstone to Bulgarians. Had he been at the head of affairs we should have had a European war by this time."



HERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

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Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

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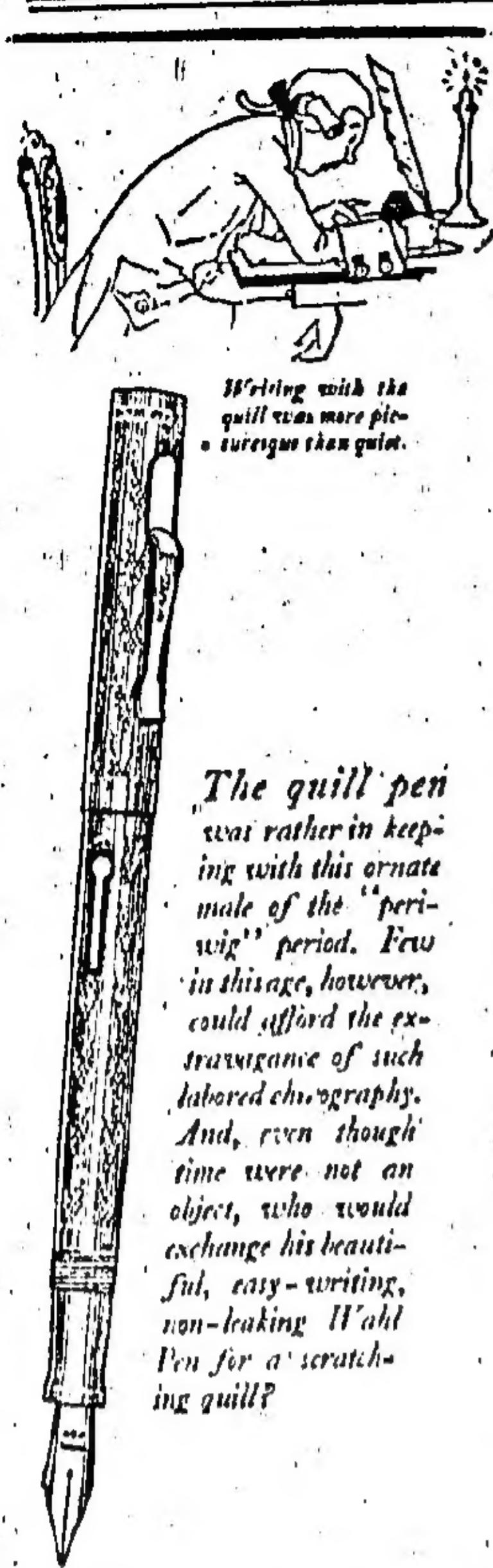
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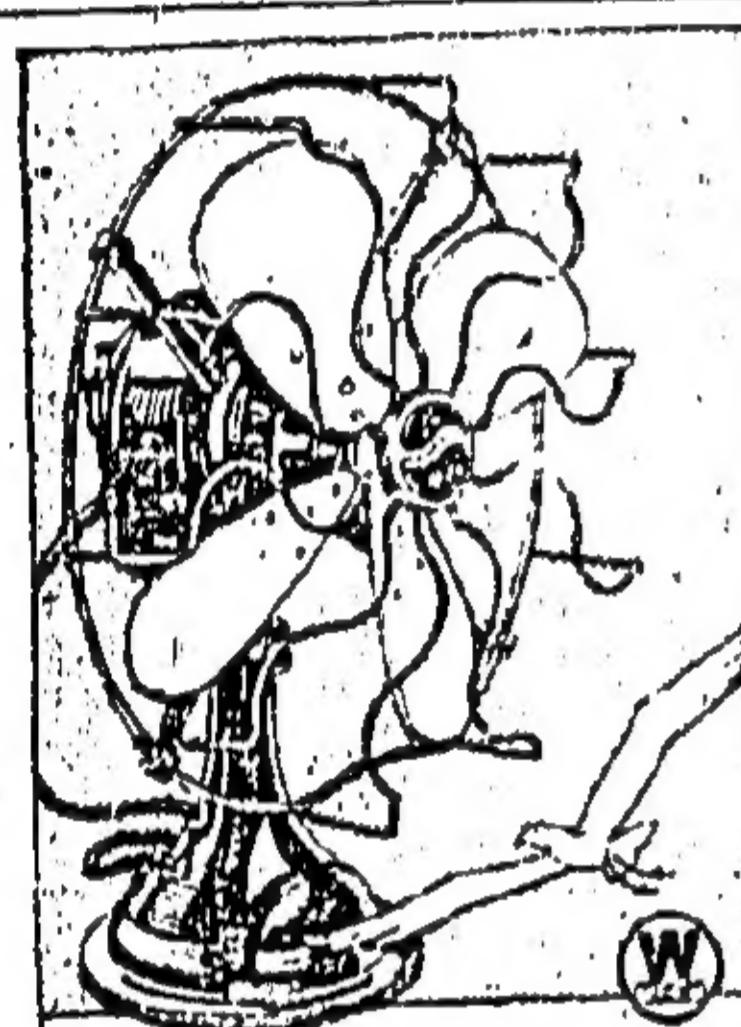
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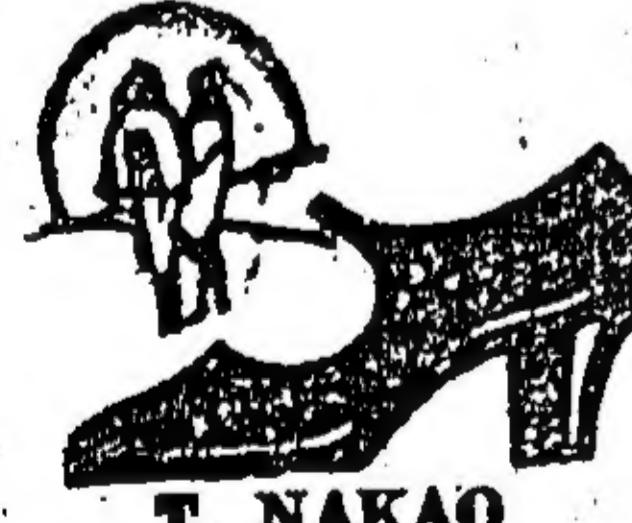
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## LOURDES CURES.

## LESS THAN ONE PER CENT. OF THE PILGRIMS.

Remarkable cures to which personal testimony was given were quoted at the Westminster Cathedral Hall, when the Rev. Felix Rankin described what he and his friends had seen achieved at Lourdes.

During last year, he said, over 7,000 doctors had visited Lourdes. A point that had to be remembered was that no true Catholic ever went to Lourdes saying he was bound to be cured, and the actual percentage cured was scarcely one per cent.

Several doctors who had had personal experience of the results obtained gave evidence. One instanced the cure of a patient suffering from cancer, which had been testified by two eminent surgeons.

Emphasis was laid by other speakers, medical men, on the elaborate care taken by the authorities to verify the authenticity of the cures. Any alleged cure was immediately investigated by a special medical board, and there were numerous cases of patients who were most indignant because their cures were not accepted as miraculous, and because the Lourdes authorities insisted on the patients having proper medical papers before they reached Lourdes.

The Rev. F. Rankin emphasised the reluctance with which the Church had accepted the evidence that the spring at Lourdes had been miraculously revealed by the Virgin Mary.

## RACEHORSES BURNED.

## INCENDIARISM FOLLOWING CHICAGO "TAXI-WAR."

Cary (Indiana), Oct. 2. The racing stables of Mr. John Hertz, the owner of the last Kentucky Derby, and the leading three-year-old in America, were destroyed by fire last night. Reigh Count was saved, having been blindfolded and led from the blazing building, but a number of other thoroughbreds, valued at more than £20,000, were burned to death.

It is thought that the fire was due to incendiarism, and the police express the opinion that it was an outgrowth of Chicago's "tax-war," which flared up a week ago, when a taxi-driver was shot dead. Mr. Hertz is the head of the Yellow Cab Company of Chicago, two of whose garages were bombed on Sunday night.

## LETTER GOLF.

To get LEAK From TIRE put a tack in it, or by Letter Golf, take six strokes.



LEAK

1—The idea of letter golf is to change one word to another and do it in part, a given number of strokes. Thus to change COW to HOR, in three strokes, COW, HOW HEW HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page.

## BRITISH NATIONAL REVENUE.

## £17,382,742 DECLINE IN SIX MONTHS.

## SEVERAL WINDFALLS.

The Government Revenue Returns for the six months ended on September 30, show ordinary revenue of £279,212,047, while the ordinary expenditure chargeable against such revenue was £225,257,144, to which must be added £29,922,270 for Sinking Fund, making £355,179,414, and leaving a shortage below income of £76,967,397.

For the corresponding six months of last year the revenue was £296,594,789 and the expenditure was £331,586,254, plus £21,178,353, for Sinking Fund, showing a deficit of £56,169,818.

Although the Revenue Returns for the first six months of the financial year may not appear very encouraging, inasmuch as they show a decline of £17,382,742 for the period as compared with the corresponding six months of last year, this result does not necessarily imply an unfavourable outcome in relation to the Chancellor's expectations of April last.

Mr. Churchill's Budget was framed upon anticipations of a falling-off in Revenue from several sources, and for the whole year he prepared for a reduction of no less than £21,000,000 in the receipts. The falling-off to date, although exceeding 75 per cent. of the estimated decline for the whole year, may be made good, to some extent, in the second half of the year, which is always the more productive.

## Budget Estimates.

The Chancellor has been exceptionally fortunate as regards certain branches of revenue, notably, the Estate Duties, where there is a gain of £6,700,000, although he had anticipated a reduction of £5,300,000 in the receipts from this source during the current year. Those branches of revenue, which may be considered to reflect something of the state of trade, are by no means good, as may be gathered from the summary which is given below of the movements in the various yields, as compared with the Chancellor's estimate of the increase or decrease to be realized in the respect of the full year.

Budget		Actual	Inc. or dec.
		to date.	
Customs	£10,447,000	£4,378,000	
Excise	3,318,000	—	—
Motor Veh. duty	—	462,260	
Postage	£3,310,000	+ 7,000,000	
Stamp	—	2,200,000	
Land Tax, &c.	+ 70,000	—	
Income Tax	—	25,859,000	
Super-Tax	—	5,370,000	
Bank	—	—	
Duty	+ 1,000,000	—	
Corp. Prof. Tax	—	540,000	
Post Office	+ 2,150,000	+ 1,000,000	
Crown Lands	—	50,000	
Postage	—	—	
Loans	+ 8,698,000	+ 2,318,962	
Miscellaneous	—	—	
Revenue	—	—	
Customs	+ 1,000,000	—	
Excise	—	540,000	
Motor Veh. duty	—	—	
Postage	+ 2,150,000	+ 1,000,000	
Stamp	—	50,000	
Land Tax, &c.	—	—	
Income Tax	—	—	
Super-Tax	—	—	
Bank	—	—	
Duty	+ 1,000,000	—	
Corp. Prof. Tax	—	540,000	
Post Office	+ 2,150,000	+ 1,000,000	
Crown Lands	—	50,000	
Postage	—	—	
Loans	+ 8,698,000	+ 2,318,962	
Miscellaneous	—	—	
Revenue	—	—	
Customs	+ 1,000,000	—	
Excise	—	540,000	
Motor Veh. duty	—	—	
Postage	+ 2,150,000	+ 1,000,000	
Stamp	—	50,000	
Land Tax, &c.	—	—	
Income Tax	—	—	
Super-Tax	—	—	
Bank	—	—	
Duty	+ 1,000,000	—	
Corp. Prof. Tax	—	540,000	
Post Office	+ 2,150,000	+ 1,000,000	
Crown Lands	—	50,000	
Postage	—	—	
Loans	+ 8,698,000	+ 2,318,962	
Miscellaneous	—	—	
Revenue	—	—	
Customs	+ 1,000,000	—	
Excise	—	540,000	
Motor Veh. duty	—	—	
Postage	+ 2,150,000	+ 1,000,000	
Stamp	—	50,000	
Land Tax, &c.	—	—	
Income Tax	—	—	
Super-Tax	—	—	
Bank	—	—	
Duty	+ 1,000,000	—	
Corp. Prof. Tax	—	540,000	
Post Office	+ 2,150,000	+ 1,000,000	
Crown Lands	—	50,000	
Postage	—	—	
Loans	+ 8,698,000	+ 2,318,962	
Miscellaneous	—	—	
Revenue	—	—	

21,127,000 — 17,382,742

The Customs revenue, it will be seen, shows a movement in the right direction, as it has yielded an increase of £4,378,000, as compared with the Chancellor's anticipated increase of £10,447,000 for the full year.

Excise shows just a small decline up to date, although the Chancellor had expected to get £3,318,000 more from this source than for the previous year, and the greater part of this increase was to come from the Excise duty levied on existing petrol stocks on April 25, so that either the money has been coming in very slowly or the yield on other branches of Excise Duty has been below expectations.

The Exchequer proportion of the Motor Vehicles Duties is down on the six months, but this is doubtless merely a matter of adjustment, for the amount apportioned to the Road Fund is just over £1,000,000 higher. Reference has already been made to the yield of the Death Duties, which have brought in £41,750,000 expected for the year already.

One solution is printed on another page.

## OUTRAGE REVENGE.

## ARAB RAIDERS REPORTED TO HAVE BEEN PUNISHED.

Casablanca, Oct. 26. The troops requisitioned to punish the tribesmen involved in the recent holdup which occurred at Wadzem in the hinterland, report that the job has been successfully accomplished. Senor Zubillaga, however, is still apparently in the hands of the bandits. He has been able to communicate with the French authorities as to the amount of ransom required.

The French press are becoming agitated over the increasing number of fatal affairs in their protectorate.—Reuters.

[A report from Casablanca, dated October 22, stated that while crossing dangerous ground, necessitating slow speed, a lorry containing the driver and two Spanish merchants, Senor Pomares and Zubillaga, found its way blocked by two donkeys. A couple of Arab horsemen appeared and opened fire on the lorry. Senor Pomares was wounded and the driver immediately accelerated, but the lorry was soon brought to a standstill as its petrol tank was holed. The Arabs prevented the three travellers from escaping and shot the driver dead despite his avowal that he was the father of four children. They carried off the others, after taking their money. Senor Pomares, seeing the police in the distance managed to fall from his horse but was again wounded. The two bandits then escaped carrying off Senor Zubillaga. Two police irregulars were killed, apparently by mistake, by bullets fired by another party of police.]

## JAPANESE TROOPS.

## ALL EXTRA MEN TO BE WITHDRAW.

Peking, Oct. 26.

It is officially stated that by November 1 all extra Japanese troops sent to North China (except Shantung) on the approach of the Nationalists to Peking, will have returned to Japan, leaving the normal garrison.—Reuters.

Activity on the Stock Exchange and in the property markets is reflected in a yield of £2,250,000 more from Stamp Duties during the last six months, whereas the Chancellor expected less than £1,000,000 increase for the whole year.

## Decline in Income Tax.

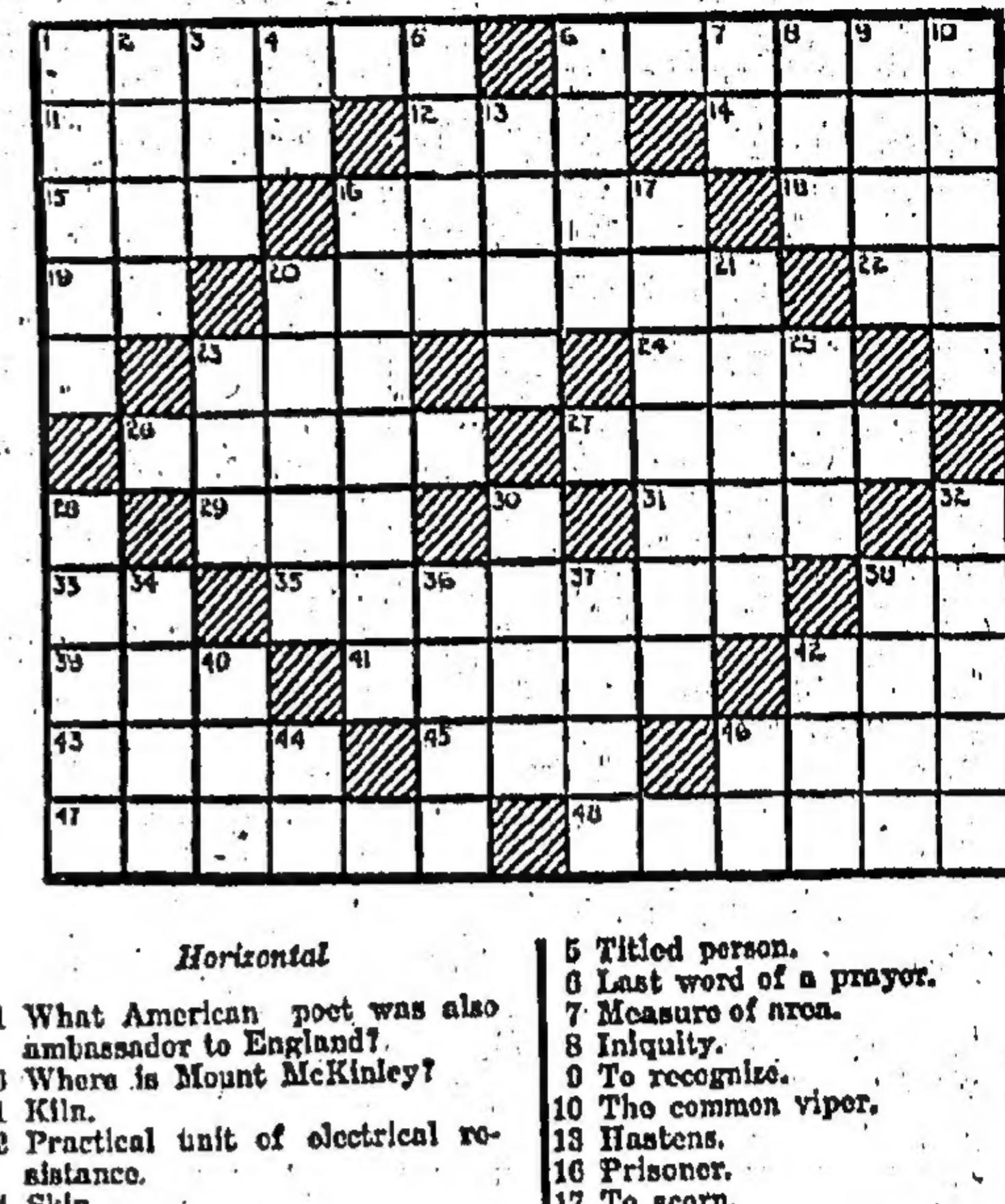
The Income Tax figures appear somewhat disturbing, for they show a drop of £20,859,000 already, whereas the estimated decline for the whole year was smaller than this at £17,683,000. The amount received for the six months, however, is normally much less than one-half of the total expected for the year, so that there is room for recovery.

It is only natural, too, that the decline for the last six months should be heavy, for last year Mr. Churchill received an instalment of Schedule A tax in the period, but this time there was nothing to come, as he collected it all in January to help him over last year's stile.

The expenditure side of the half-yearly statement shows a saving of £6,321,110 on ordinary expenditure and an increase of £8,743,917 in respect of the Sinking Fund, provision for which for the full year was put at £65,000,000, or the same as for the previous year, so that in this respect the Chancellor may be regarded as having something in hand.

His estimate of Supply Service indicated an expected reduction of £12,670,000, and up to date there is a reduction of £4,834,076, so that here the position is not un-promising, though it is to be noted that up to date revenue shows a shortage of £46,046,097 below the ordinary expenditure, excluding Sinking Fund provision, dates at the corresponding date last year the shortage was no more than £34,991,406.

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The  
Hongkong Telegraph.

SATURDAY, OCTOBER 27, 1928

## WATER SHORTAGE.

The Colony's long spell of good fortune in the matter of rainfall has at last been broken, and, with the dry season now begun, it has been found necessary to put drastic restrictions into effect for the purpose of safeguarding the available water supply. These, as stated yesterday, will operate as from Wednesday next, when all water to houses in what are known as the older main districts will be cut off, and householders will have to rely solely on supplies from street fountains. Cautious critics will no doubt assert that Hongkong is now suffering from the shortsightedness and procrastination of the authorities, who ought long ago to have prepared for such unfavourable conditions as now prevail. But whilst it is true that there has been much unpardonable delay, no good purpose will be served by moaning over past shortcomings. We have to face the situation as it is and make the best of things as they are.

The new restrictions will hit the Chinese community most, although those living in districts where the supply is metered will not be affected by them. It would, of course, be fairer to everybody concerned if all sections of the community were treated alike in this matter. The Government realises that point when it states that it is not fair or reasonable that one section should bear the entire burden of the restrictions. But there are various reasons why metered property should not, except as a last extremity, be brought within the rationing scheme. These were fully set out in the statement issued by the Government yesterday, and a careful analysis of that document will show that the points raised are not easily to be disposed of. In this regard, the increased difficulties which would be encountered in coping with outbreaks of fire are especially important. But if the whole community is not to be rationed at the moment, it is to be hoped that those who enjoy continuous supplies in their houses, and in offices as well, will co-operate with the Government by making a really sincere effort to limit usage of water to the bare necessities. There are many ways in which economy can be practised, but they call for personal attention.

on the part of householders. Failure to help in bearing the burden will only react on those who neglect their duty to the community, for the Government can easily check the meter readings and know whether or not any attempt is being made to economise.

The older main districts, which come within the scope of the latest restrictions, comprise the densely populated parts of the city, both east and west, but exclude the main business centre. About two-thirds of the population of the island are affected, but although they will have no supplies in their houses, a 24-hour supply will be available from the street fountains. It is to be presumed that no more water than is actually needed will therefore be used. To be effective in other districts, rationing would have to be extremely drastic in the matter of hours of supply; even so, past experience, in Kowloon, has shown that much wastage occurs under this method. Those residing in districts served by meters are now being put upon their honour to do their part in an effort to somewhat equalise the burden. If they fail to heed the appeal, the Government will have no alternative but to enforce compulsory restriction all round.

## Ranking Methods.

The pressure exerted by a Nanjing political group, said to be headed by Mr. Sun Fo, to secure the convening of the Kuomintang Delegates Congress in the new year, was regarded with grave suspicion by a well-formed Chinese correspondent, writing on Thursday. The fear was expressed that the Delegates Congress, which nominally directs the policy of the Central Executive Committee and of the Central Political Council, would be used as an instrument for interfering with the ambitions of those at present in control of the country's affairs and for playing havoc with the constitution of the new National Government. It is safe to assume the feeling of apprehension would not have lacked foundation, but for the all-important fact that the leaders of the Government are equally anxious for their own preservation. We now learn, through the same correspondent, the methods by which delegates to the National Congress are to be selected, which effectively dispose of the prospect of antagonism to the Government. The cities and districts represented at the Congress will be permitted to appoint a certain number of their delegates, while the C.E.C. will appoint an equal number to complete the respective quotas. The C.E.C. has granted itself the power of selecting all the delegates of places where Kuomintang branches are non-existent. Such remarkable regulations are significant to say the least. The present leaders will control, at least half the votes, if not a majority, by order. In such circumstances, the C.E.C. could well afford to withdraw resistance to the plea for the National Congress. The younger Radicals have received another setback in the decision to reinstate members of the old Tung Ming Hui, a decision which will further strengthen the hands of the present leaders. Whether the general feeling of the country will permit such dictatorship for long is a moot point. The government, it is clear, by recent actions is not far removed from despotism, and it matters little whether the despot is an individual, or a group. It is notable, however, that while Marshal Chiang Kai-Shek's ambitions have been realised in many directions, he has been checked on points of considerable importance, on which he has found it impossible to defy his opponents. He might well take a lesson from the fate of M. Kerevsky. The leaders of the Government following Chiang may repeat this method of solving their difficulties, but the ultimate result is bound to be constant trouble, with the Radicals steadily gaining in strength.

M. Leon Perrier, Minister of Colonies, was involved in a motor-car collision in the region of La Mure (Isere), recently and had his right arm broken. M. Perrier had gone to preface at the opening of the Bonne viaduct, on the railway that is being built between La Mure and Gap. Chautau Alpes Department. After the banquet he decided to proceed by car to a locality where floods have recently done much damage. On the road the car came into collision with another vehicle, and both the Minister and a member of the Departmental Council were injured. They were taken to a neighbouring hotel to receive attention.

## DAY BY DAY.

I TAKE IT TO BE A PRINCIPAL RULE OR LIFE, NOT TO BE TOO MUCH ADDICTED TO ANY ONE THING.—Terence.

New regulations under the Fire Ordinance appear in the Gazette.

Mr. E. P. H. Lang has been appointed to act as Deputy Registrar of the Supreme Court.

Mr. J. S. MacLaren has been appointed an Assistant to the Secretary for Chinese Affairs.

The fees and conditions for hawkers' licences are given in the Gazette. There are four classes.

Mei Lan-fong, the popular Chinese actor, and his party arrived in the Colony yesterday on the President Taft.

The Gazette gives details of the annual fees for licences under the Tobacco Ordinance as from January 1st next.

Messrs. Haskins and Sells have been added to the list of qualified arbitrators under the Companies Ordinance.

## About Hong Kong.

## Do you know that?

The first ship to be built in Hongkong was the s.s. Celestine?

She was of 80 tons and was launched in February, 1843, by Captain Lamont at his patent slip at East Point.

By 1848, from 16 to 30 European vessels were annually registered in the Colony.

It is notified that the names of the Chinese Almanac Advertising Company, Limited, and of the Man Wing Steamship Company, Limited, have been struck off the Register.

The death is announced of Mr. G. R. Mills, senior partner of the publishing house of Mills and Boon, Ltd. He married, in 1912, Rose Shawdon Anderson, daughter of the late John Graham Anderson, of Hongkong.

The management of the Palace Hotel, Kowloon, writes:—It is hardly necessary for the Palace Hotel to disclaim all association with the so-called "Palace Hotel Financial Corporation." We understand that the principal still conducting business in the timber yard.

A new ferry company, with boats to run between districts in the New Territories, including Cheung Chau, Tai O, Castle Peak, Tsui Wan, and Aberdeen, has been formed by Mr. Li Yau-ksun, Chairman of the Chinese General Chamber of Commerce, Hongkong, and other local Chinese merchants, with a capital of \$250,000.

Three lots of Crown land are to be sold by auction at the P.W.D. offices on November 13th. There are New Kowloon Inland Lot 1184 (2,133 square feet, upset price \$3,290), New Kowloon Inland Lot 1185 (about 4,580 square feet, upset price \$6,870) and Kowloon Inland Lot 2163 (about 76,500 square feet, upset price \$38,250).

Lovers of Japanese art should visit the exhibition of etchings and water colours now being held at the Morning Post Building, Wyndham Street. The collection of etchings by Lüthmann reveals the artist to be possessed of originality and ability, and the opportunity of securing one of these examples should not be missed as they are naturally limited. The exhibition remains open until 6 p.m. (including to-day) for the few remaining days.

## EXCHANGE RATES.

	London, Oct. 26.
Paris	124.10
Geneva	25.20
Berlin	20.35
Oslo	18.19
Helsingfors	192.24
Athens	375
Buenos Aires	47.5
Hongkong	2.04
New York	4.84 31/32
Amsterdam	12.09
Stockholm	18.15
Vienna	34.495
Lisbon	18.19
Bucharest	1074
Bombay	1/6 1/16
Yokohama	1/11 7/16
Brussels	34.89
Milan	92.65
Copenhagen	18.19
Prague	163
Madrid	30.105
Rio	5.29/82
Silver (spot)	28.16/16
Shanghai	2.74
Silver (forward)	26.15/16

—British Wireless.

## THE PEOPLE NEXT DOOR.

Neighbours Who Do Not Borrow or Annoy.

"One half of the troubles brought to this Court seem to be quarrels among neighbours," said a Home Magistrate after listening to a grievance against "the people next door," adding that insane jealousy was as great a social evil as drink. But, while this may be true of certain districts, which have not changed their character and probably never will, it is a fact that the spirit among neighbours has improved remarkably since the war.

In a Court case recently, one woman said of her next door neighbour that "she would be a very nice neighbour if she wasn't playing the piano morning, noon, and night."

And oddly enough, this touches the one universal flaw that remains. The one common cause of discord among neighbours is now harmony.

According to a solicitor who has a large Court practice, fully 80 per cent of the cases in which householders want to take summonses or take proceedings against neighbours, arise from musical differences. These differences have greatly increased, and of course the gramophone and the popular home jazz sets are chiefly blamed.

Here are a few typical grievances recently brought into the Courts. A daughter who practised the piano at six every morning before she went to business was the cause of a complaint lodged by neighbours who complained that it robbed them of two hours' sleep. A family with a jazz set which was kept going every night and into the small hours of the morning. A man who "sang the most miserable songs for sheer cussedness," and his son who was learning the violin. A young woman who taught music and singing, and was described by her harassed neighbour as "making noises in the house all day long."

In fact, those who can speak from extended experience of property control agree that music, both vocal and instrumental, good and bad, has taken the place of drink and scandal and borrowings as a cause of neighbourly differences. It has become the chief source of friction. The Courts are being constantly appealed to, to grant injunctions against some "people next door" who insist on burning the midnight oil over the piano or the jazz set. Yet Sir Thomas Beecham recently implied that as a musical nation we are lazy!

H. H.

## BERLIN UNIVERSITY STUDENTS.

## LARGE NUMBERS ARE FROM ABROAD.

Among the 80,000 young people attending courses at various German universities there are more than 7,500 belonging to non-German countries. Their percentage in the University of Berlin alone is about 26% of the whole number of students there, i.e., some 2,000 or 2,500 out of a total of 8,000 to 10,000 matriculated students.

They enjoy the same rights and privileges as their German fellow-students and are represented by a special body of their own, the so-called "Corporation of Non-German Students at the University of Berlin," an organization which looks after the interests of all the foreign students residing in Berlin in regard to their dealings with the university administration, the professors and lecturers, and the other students.

Whenever these foreign students desire an extension of existing curricula with a view to the special interests of some foreign country or countries, whenever they need the assistance of the university authorities in connexion with some academic interests of their own, and whenever joint measures are considered advisable for some reason similar to what has just been said, the Corporation referred to applies to the competent officials of the University who invariably treat their applications with much consideration.

Similar organizations are also in existence in other German universities. They generally work in close co-operation with the committees appointed by the students of German nationality, but always in such a manner that their independence remains intact.

In some universities it is customary for the students belonging to one or more countries to entrust one of the university professors with their representation. The gentleman selected, in the majority of instances, has a fairly good knowledge of the country or countries concerned, so that he is in a position to enter into the best of her ability.

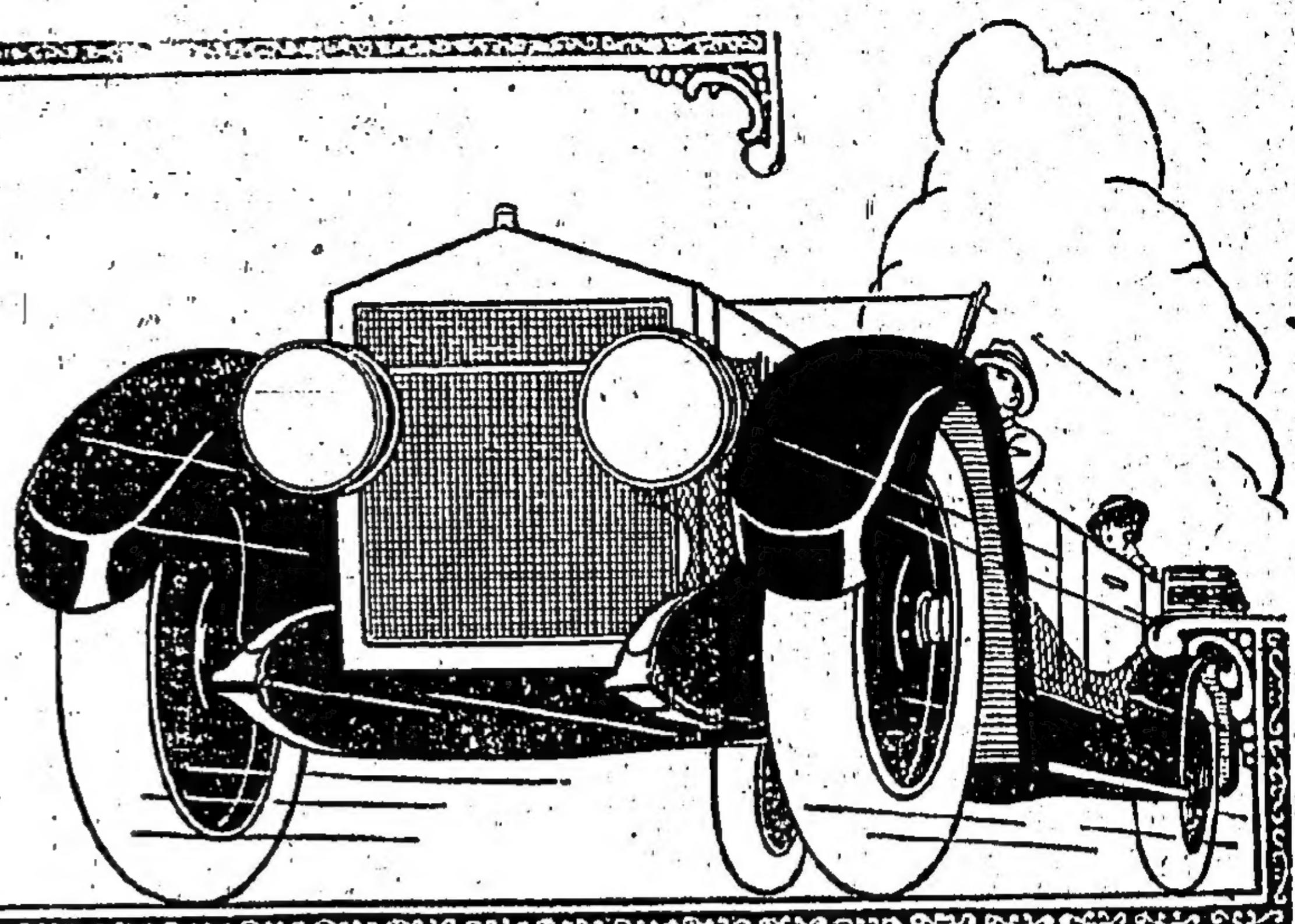
Superintendent W. Davis, of Aldershot, who has retired after 40 years in the Hampshire Police, when a constable, arrested seven poachers single-handed, roped them together and took them to the Romsey police station.

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY, 27th OCTOBER, 1928.

Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## CURRENT COMMENT

### Headlight Glare.

Referring again to the question of dimming, it has been suggested that we emphasise the need for drivers to refrain from looking directly at on-coming headlights. This aspect is certainly an important one, because the majority of experienced drivers will know how unsafe it is to risk one's vision becoming blurred as the result of the dazzle from another car's lamps. As a matter of fact, dimming becomes unnecessary provided the driver does not endeavour to ascertain the position of the approaching car. If the road is sufficiently wide for two cars to pass, it should be the business of each driver to keep his eyes to the left of the road which will be adequately illuminated by his own lights. The other car's lamps will then in no way confuse him.

### Peak Tram Station.

Work has been in progress for some time now on the improvement to be effected on Garden Road in the vicinity of the lower Tram Station. As mentioned previously in these notes, by widening the footpath immediately below the Station, it will be possible for motor cars to pull in off the main flow of traffic in order to discharge passengers for the tram. When completed, the work will render Garden Road a much safer thoroughfare.

### A Light Needed.

At the junction of Garden Road and Kennedy Road it is almost impossible to observe the traffic constable's signals by night, owing to the lack of illumination, and the erection of an overhead light would be of the utmost assistance. The constable stands out in the centre of the roadway, and even although he wears white armbands, motorists, have the greatest difficulty in seeing him. Much traffic passes this point, and effective lighting would minimise the present risk of accidents occurring.

### H.K.A.A. Dinner.

The annual dinner dance of the Hongkong Automobile Association will be held at the Peninsula Hotel on Friday, December 14th. This will be the first public function at the Peninsula, and it is expected that a large number of members and friends will be present. Booking will open shortly at the Hongkong Hotel, where a seating plan will be on view.

### Traffic Lights.

There appears to be a general misconception with regard to the traffic signalling lights at the foot of Garden Road. It should be clearly understood, that traffic descending and turning to the left into Queen's Road, need not observe the signals. As a matter of fact, the same rule applies to any road where cutting across a line of traffic is not necessary. The other evening, we noticed a line of six or seven cars, needlessly waiting at the foot of Garden Road, because, as it so happened, every one turned on the left into Queen's Road. Owners should make a point of instructing their chauffeurs to this effect.

### Traffic Police.

It would be a good idea if traffic policemen were detailed to the same post daily, for the simple reason that they would then become accustomed to the particular locality, and the regulating of traffic would become standardised. Motorists would find such a system beneficial in that the method of control exercised by the same constable daily, would be better understood, and to some extent, anticipated.

**Inaccessible Roads.**  
We have heard complaints concerning the difficulty in transporting patients to the Barker Road Hospital by car, it appearing that two cars were stopped by the police because the drivers were not in possession of a permit to use the road. It is therefore as well to mention that all private

cars wishing to drive along the Barker Road, must first obtain special permission, and there can scarcely be any objection to this rule. Residents wishing to use the road for the purpose of taking patient to hospital, should first of all secure the necessary permission, which we are sure will be immediately granted. Of course, in special and urgent cases, there might not be time to communicate with the police, and in such extreme cases, we think that police officers on duty in the neighbourhood should exercise discretion before ordering a vehicle to return. In any case, it is quite easy to report a car using the road, when the subsequent enquiry would reveal whether there was adequate justification for acting without the requisite authority.

### An Improvement.

Following on a suggestion by the H.K.A.A., a much needed improvement has been effected at the junction of Park and Robinson Roads. Hitherto, a narrow wall has divided these thoroughfares where one turns into the other, and drivers have experienced trouble owing to the fact that it was impossible to see other vehicles taking the turn, and at the same time, the wall had the effect of deadening the sound of the horn. The wall has been taken down for a certain distance, and in its place railings have been erected, thus giving drivers a clear view of the corner.

### Crution Needed.

The utmost caution should be exercised between the Wan Chai Market, Queen's Road, and Stubbs Road. Road improvements are being effected, but some drivers display such recklessness that it is surprising that serious accidents have not been recorded. Until the work is completed, fairly slow driving is desirable.

### Borrowed Cars.

In a recent English newspaper, we read of a remarkable decision awarded in a case of car borrowing. It appeared that a young man had taken possession of a car which did not belong to him, driven it some miles out in the country, and there abandoned it. The incident was accepted as a foolish escapade, and the culprit allowed to go without suitable punishment. It is surely logical that a man who takes unauthorised possession should be charged with stealing, there being absolutely no reason for the police to assume that the car was only borrowed merely because the thief abandoned it later. According to such legal reasoning, it would seem that there is no reason why a pickpocket who extracts a man's wallet from his coat in a crowd should not plead that he merely intended to borrow the money and contemplated returning it!

### EIGHT-YEAR LIFE.

#### Average for Cars.

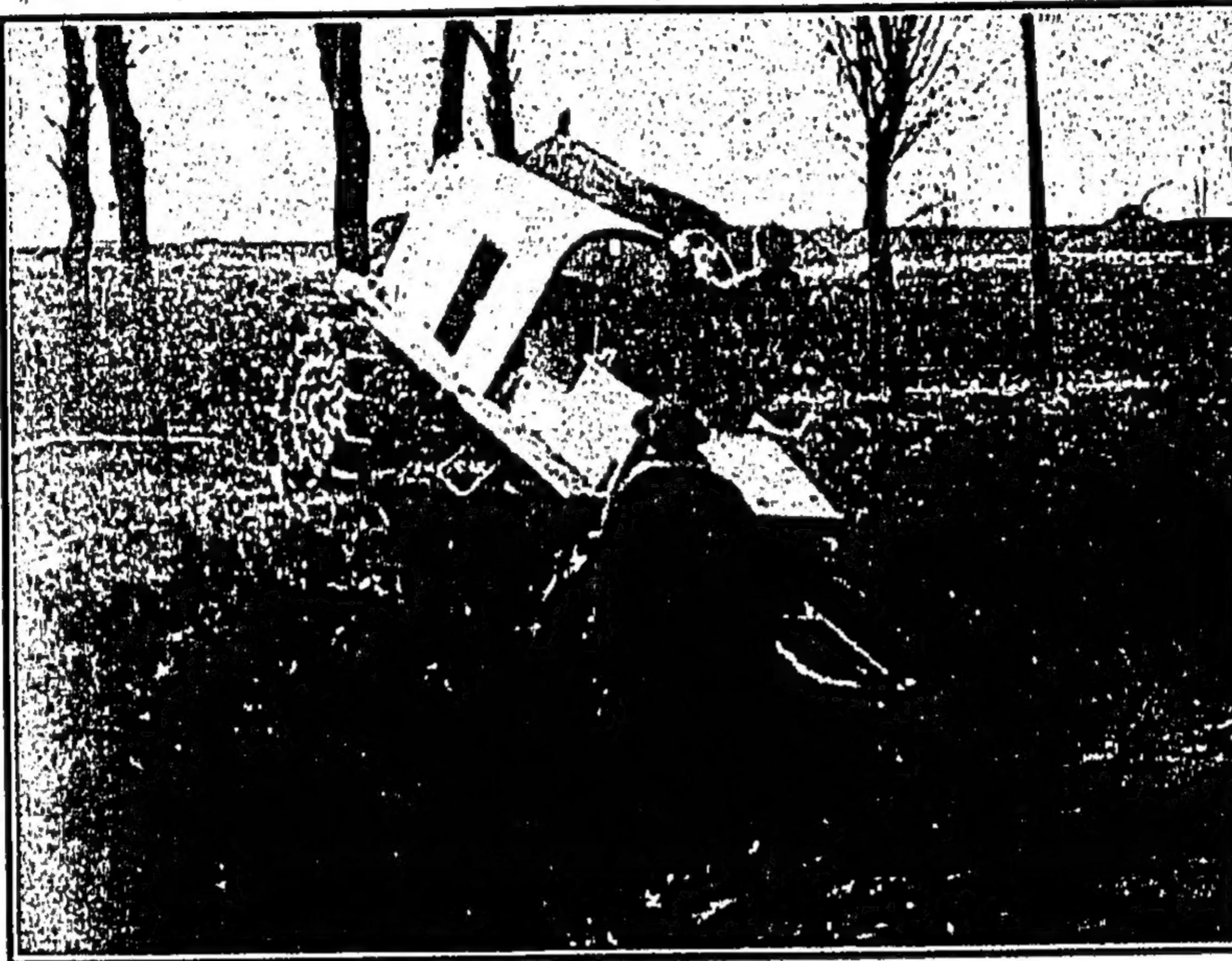
#### GOOD ROADS BOOST.

How good roads decrease motor-vehicle costs is statistically shown by the report of the American Road Builders' Association, which declares that the average life of a car in that country has been increased by 14 per cent. as a result of good roads.

During 1927, a total of 1,825,681 motor vehicles went to the scrap heap. This was 12.05 per cent. of the total registration at the beginning of the year, and indicate that, should this average be maintained, the entire stock of cars would be replaced every eight and one-fourth years.

The average life of a motor vehicle was formerly estimated at seven years.

## HIGH AWARD SECURED BY BRITISH TRACTOR.



The Latil T. L. Type of tractor climbing a steep bank.

An award by the Royal Agricultural Society of England is an event of considerable importance and is now only made after the most searching investigation. This year there were four awards for new implements, one only being a Tractor award. Referring to this subject at the time of the Society's Show at Nottingham, "Motor Transport" expressed the opinion that the R.A.S.E. silver medal, for instance, might be compared with an honourable degree in engineering at London University and must not be classed with the show medals and diplomas often distributed broadcast by exhibition promoters.

It is certain, therefore, that any implement or machinery to which this important award has been given is well worth close examination. At Nottingham this year Latil Industrial Vehicles Ltd. were awarded a silver medal for their "TL" type tractor, which is full of interesting features, making it particularly suitable for agricultural purposes in Overseas districts, besides timber hauling and ordinary road hauling.

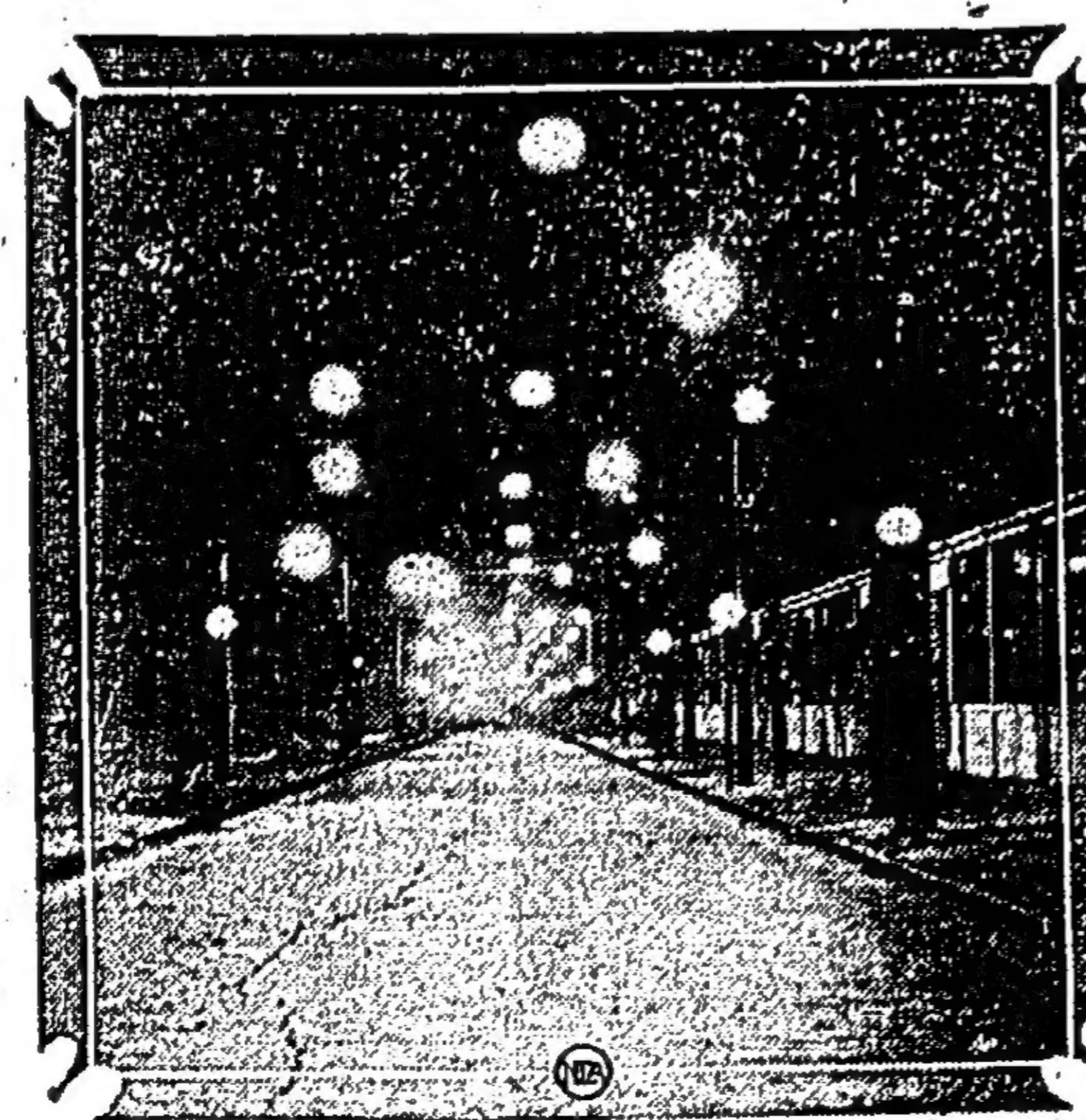
three minutes to put into or out of action.

For use on soft ground the tractor is employed without ballast and as its weight, approximately 37 cwt., is distributed equally to the four pneumatic tyred wheels, the crushing effect to the sub-soil is minimised. Petrol consumption on the land averages about 2 gallons per hour. Obviously besides ploughing such a machine could very usefully be employed on a variety of harvesting operations as well as mole draining and haulage of such heavy crops as sugar beet.

For road haulage the Latil "TL" type tractor, ballasted with 25/30 cwt., according to the load, will haul useful loads of 10 tons on "give and take" roads at an average speed of 11-12 m.p.h. and at a petrol consumption of 5½ m.p.g.

With the four-wheel drive and four-wheel braking the maximum adhesion is obtained both when pulling and overrunning while the four-wheel steering enhances the capacity for manoeuvre of the tractor and its following trailer load in confined areas.

## NO NEED OF HEADLIGHTS HERE.



No chance for a traffic accident on this street. It's probably the most lighted street in America, for it consists of 40 different systems on as many circuits. Yet it's an out-of-the-way street in Cleveland, O. The National Lamp Works of the General Electric Company maintains this street to demonstrate various street lighting systems to city lighting engineers.

## WOMEN SPEEDSTERS

### Long Motor Race.

#### WINNER'S 43 M.P.H.

The first motor road race, exclusively for women was staged recently in the U.S.A.

The route, from New York to Chicago, was 931 miles, and the time of the winner, Miss L. M. Wilder, was 22 hours 48 minutes, an average of 43 m.p.h. She drove a Stutz Black Hawk.

There were thirty competitors in the race, which was sponsored by the New York Women's Automobile Club, and all completed the journey.

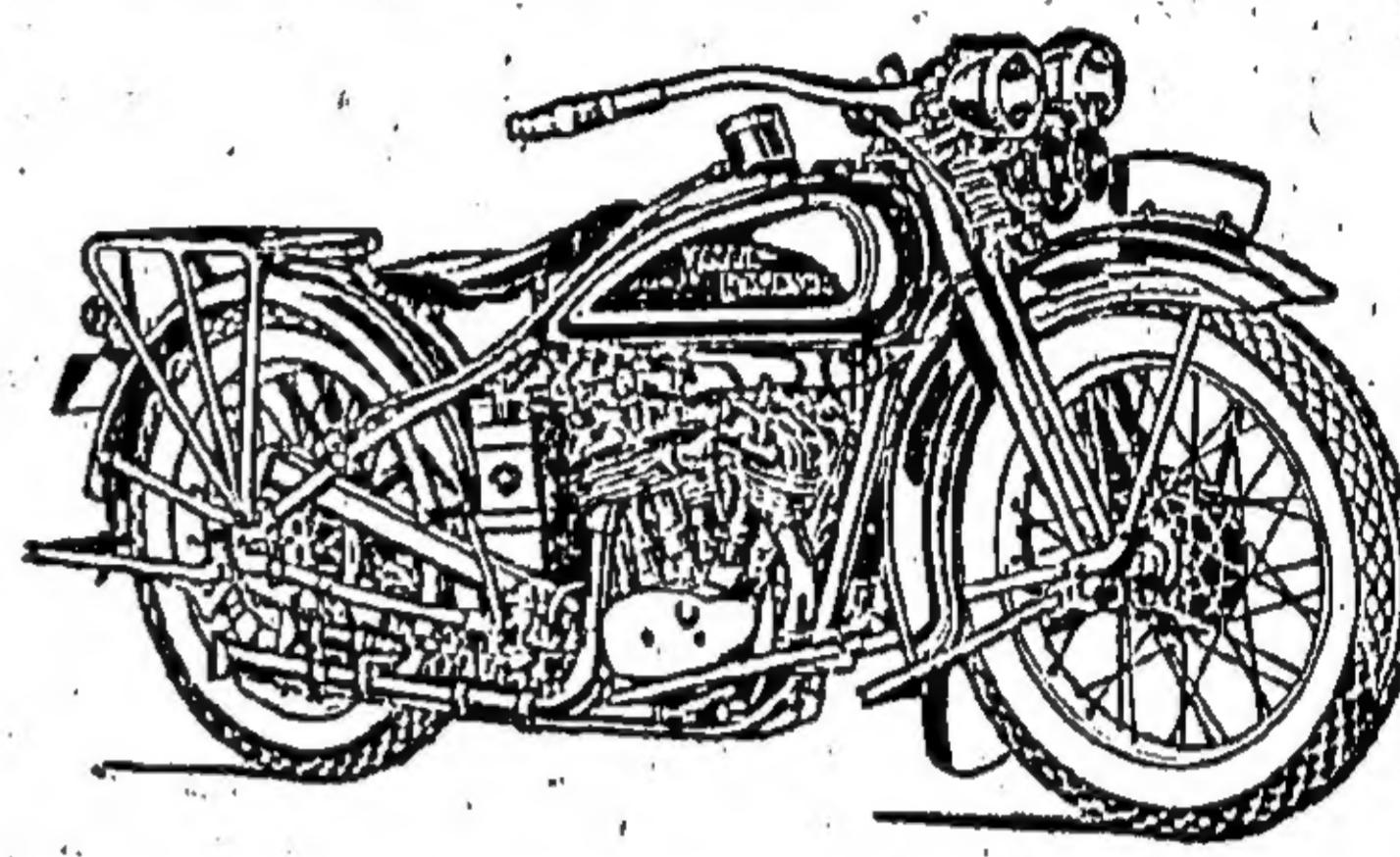
## THROUGH THE NIGHT.

### Tractors Lengthen Days.

Though it seems an offence against the ideals of a 44-hour week, farmers in Pennsylvania (U.S.A.), have over-ridden the antique idea that work should stop at sunset, and now toll or long after dark.

Motor tractors have superseded horses for farm work, and by equipping their tractors with powerful headlights, farmers now plough and harrow and reap until midnight without asking favours of sunlight.

## The Latest 1929 HARLEY-DAVIDSON



### A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

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REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

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A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

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### FOR THE MOTING PUBLIC

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STOCKS CARRIED

## NEW BEAUTY BACKED BY 98 OFFICIAL RECORDS

DRIVE the new Studebakers—then you will realize why Studebaker holds more official stock car records than all other makes combined, including the world's greatest record for sustained speed... 25,000 miles in less than 23,000 consecutive minutes.

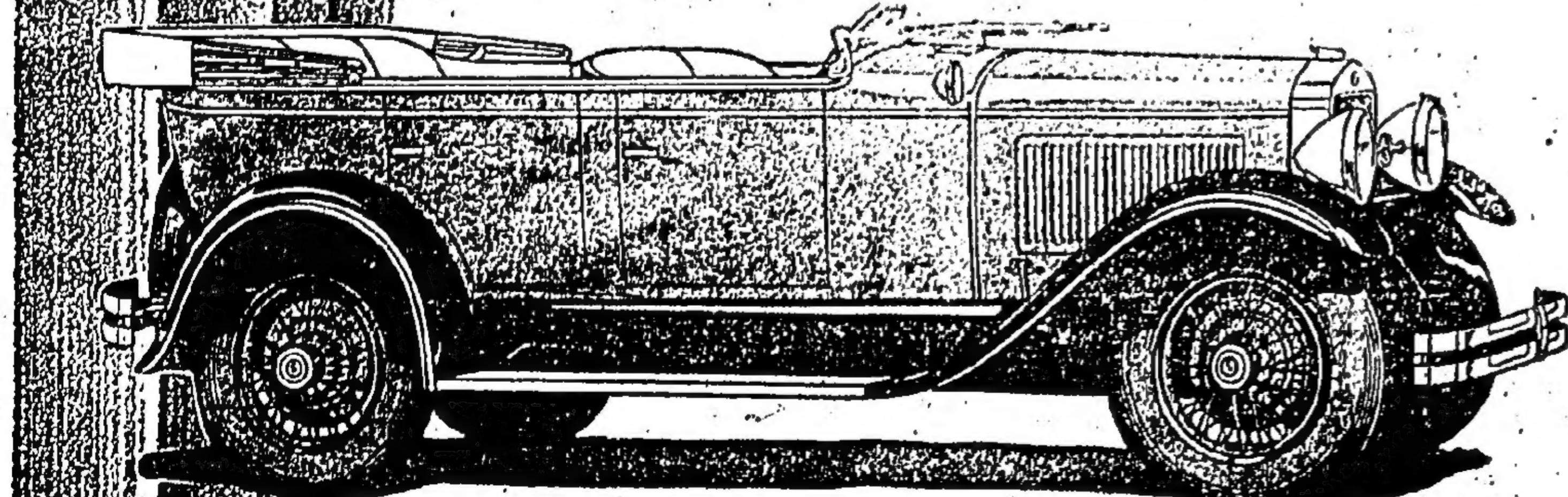
This remarkable performance is yours to command. You will thrill not only to excess power, easy steering and brakes which have double the efficiency accepted as standard—but also to the unusual riding comfort resulting from Studebaker's exclusive ball bearing spring shackles—the greatest advance in restful riding since balloon tyres.

### A Car for Every Purse and Every Taste

[Studebaker builds four great lines of cars—The President Eight, The Commander, (25,000 miles in less than 23,000 minutes); The Director and The Eriske. Each offers championship performance and high value. Each is backed by Studebaker's 12-month guarantee.]

(Prices range from HK. \$2,300 to HK. \$5,840.)

Illustrating The Director Tourer HK. \$3,420.



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# STUDEBAKER

THE GREAT INDEPENDENT ESTABLISHED IN 1852

### INCREASED ECONOMY.

Supercharger with Two-cycle Motor.

### THE NEXT STEP.

New York, Sept. 24th.—The next step in the economy of motoring will be adoption of the supercharger, predicts Louis Schwitzer, automotive engineer. And with this innovation will come the two-cycle engine, replacing the present four-cycle motor and further reducing the cost of motoring.

"The supercharged engine will increase the economy in road miles per gallon of fuel," says Schwitzer. "It will lead to a successful, flexible and economical two-cycle engine, which, in my opinion, is the ultimate engine for automotive work."

A supercharger is an apparatus applied to a motor that forces the fuel mixture into the engine when it is going so fast that it could not of its own accord draw in sufficient of the mixture to keep it running properly.

"Probably 80 per cent, of all passenger automobiles are driven 90 per cent, of the time at less than 35 miles an hour," says Schwitzer. "The average car, travelling 30 miles an hour, requires from 12 to 15 horsepower. Most of the engines used in these cars will develop from 55 to 58 horsepower.

"Why are such large engines used? Because excess power is necessary for acceleration and climbing."

Much smaller engines can be used if they are equipped with superchargers. The advantages are manifold. For the same car speed and engine speed, the inertia forces and bearing loads will be smaller, the engine life longer and the maintenance cost less.

"The fuel economy will be better on account of longer periods of operation with nearly full-open throttle when running without a supercharger. Better acceleration will be obtained and top speeds will be reached more quickly."

## HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

DEFINITENESS IN ARM SIGNALS.

While most drivers have become pretty well habituated to using the arm for signalling following traffic, only a moderate proportion of them make well differentiated signals. The majority of operators still confine themselves to one simple sign—that made by merely extending the left arm—which is used to indicate intended slow-downs or stops and both left and right-hand turns. This is nothing more definite than a general cautionary sign, signifying a proposed change from regular forward movement, but every driver can assist in rendering motoring safer by making this left arm signal mean something more explicit and definite. So far as the following operator is concerned, the left turn signal of the preceding operator is of most importance, his slowing or stopping signal is nearly as important, but his right turn sign of much less significance. Some diversity of practice exists in different sections, but it appears that drivers in large cities are more and more tending to adopt and use uniform signals and that these will, in time, become generally used. Of those, the slow or stop sign is a simple horizontal extension of the arm, which is held rigid as long as necessary and the left turn sign is made by extending the arm and making a definite left pointing motion with the index finger. The movement in itself calls attention to this important signal. The right turn signal, which also

serves to inform the following driver that he can safely pass on, consists of extending the arm and making a rotary motion with the hand, at the wrist. It is of the utmost importance that every motorist should make his arm signal indicate unquestionably whether he intends merely to slow down or whether he proposes to turn left. Many accidents have happened through failure to do this, but many future ones can be forestalled, if a definite left pointing gesture is always used, well before a turn to the left is made, while the motionless extended arm is reserved for warnings of slow-downs.

### Inoperative Clutch Spring.



Question:—The clutch-pedal of my car, after being pushed forward, fails to return to its normal position and the clutch does not engage until I pull the pedal back and hold it there, which makes driving very inconvenient. What is the cause of this?

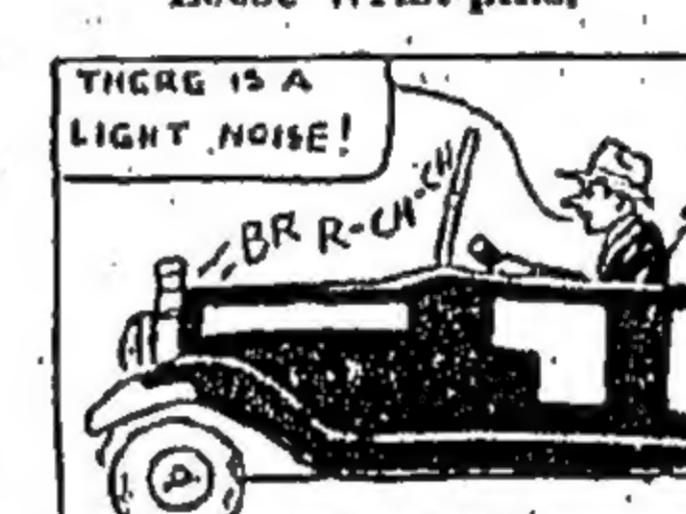
Answer:—The spring which is provided to engage the clutch evidently fails to act. This may be because it has lost its elasticity, or has broken or because the pin, which holds the spring in compression, has broken or dropped out of place. You will probably have to remove the transmission and take off the clutch operating mechanism before you can find out what the trouble is.

### Quality of Gasoline.

Question:—Is it better for a gasoline engine to run it on high-test gas than to run it on ordinary gas?

Answer:—It makes no difference as to the welfare of the engine, which fuel is used, so long as the quality of the lubricating oil is always kept right.

### Loose Wrist-pins.



Question:—There was a knock in the engine of my car and I had the bearings tightened, but the garage man told me that new wrist-pins also were needed. Now I get a light chattering knock around 35 to 40 m.p.h., which nearly disappears at higher speeds and the engine runs as quietly as could be expected. Is this knock from the loose wrist-pins?

Answer:—Very likely. Loose pins often make a noticeable noise at speeds around 30 m.p.h. and quiet down at higher speeds. If you can hear a noise attributable to the pins, when the engine is idling, it is highly probable that the chattering knock at 35 m.p.h. is due to them. The noise from loose pins is annoying, but it indicates no condition dangerous to the engine, so that you can take your time in having new pins put in.

### BRAKE TESTING.

#### Studebaker Proves Efficiency.

Tests recently conducted at Studebaker's proving ground revealed some interesting facts concerning the stopping power of the amplified action four-wheel brakes which are standard on all Studebaker and Eriske models, according to a report received by Chester N. Weaver, local distributor.

Using as a basis for the tests the approved chart of the American Automobile Association safety code, it was discovered that stock Studebaker models not only meet the A.A.A. braking requirements fully, but at every speed listed will stop the cars in less than half the distance called "safe" by the code.

At 10 miles an hour Studebaker brakes will bring the car to a complete stop within four feet, whereas the A. A. A. code recommends nine to twelve feet. At 40 miles an hour a Studebaker can be brought smoothly to a complete stop in a trifle over seventy-one feet. The A. A. A. figures are between 148 and 200 feet.

### Nash New "400" Series Important Features.

Three series, 16 enclosed models, 6 open models. 4 wheelbase lengths. Salon bodies.

Twin Ignition motor. Aircraft type spark plugs. High compression. Bimetallic aluminum pistons. Tivar struts. 7-bearing crankshaft. (below crankpins) Houdaille and Lovejoy shock absorbers. (exclusive Nash mounting) Torsional vibration damper. New double drop frame. Bijur centralized chassis lubrication. (lubricates 21 vital parts by 1 stroke).

One piece Salon fenders. Clear vision front pillar posts. All exterior metalware chrome plated over nickel.

Shorter turning radius. Longer wheelbase. Easier steering.

Body rubber insulated from frame.

Biflex-Nash bumpers and bumpers.

PRICES FOR PROSPECTIVE BUYERS

NASH STANDARD SIX: Touring \$1,200. 2-door Sedan \$1,225. 4-door Sedan \$1,350. Cabriolet \$1,385.

NASH SPECIAL SIX: Touring \$1,450. 2-door Sedan \$1,485. 4-door Sedan \$1,625. Cabriolet \$1,815.

NASH ADVANCED SIX: 7-seater touring \$1,750. 7-seater 4-door Sedan \$1,850.

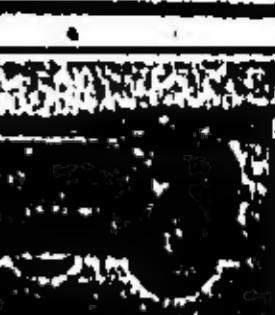
STOCKS CARRIED: Prices for other models on application.

SPARE PARTS IN STOCK.

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Service Station 76 Des Vaux Road Central. Phone C. 644.



### Twin Ignition.

CHARACTERS:—

More power and greater speed.

Fuel Economy.

Faster Turning.

Thorough Combustion.

Uniform power impulses.

Higher compression with

absence of spark knock.

All cars with spare tire & complete set of tools &c.

NASH STANDARD SIX: Touring \$1,200. 2-door Sedan \$1,225. 4-door Sedan \$1,350. Cabriolet \$1,385.

NASH SPECIAL SIX: Touring \$1,450. 2-door Sedan \$1,485. 4-door Sedan \$1,625. Cabriolet \$1,815.

NASH ADVANCED SIX: 7-seater touring \$1,750. 7-seater 4-door Sedan \$1,850.



## NATIONAL BATTERIES

give the biggest value at the most reasonable PRICE!.

TYPE	CAR	PRICE
611RF	Auburn 4, Buick, Ford, Chrysler 4, Chevrolet, Whippet 4, Plymouth.	\$22.50
611SF	Chrysler 62, Essex, Jewett, Graham, Erskine, Whippet 6, Oldsmobile.	\$25.00
613RF	Buick, Studebaker light & Std. 6, Gardner, Willys-Knight.	\$27.50
613SF	Auburn 8, Buick M. 6, Chandler, Hudson, Packard 6.	\$32.50
615RF	Chrysler 72 & 80, Studebaker Big & Spec. 6, Packard 8, Nash, La Salle, Cadillac.	\$40.00
127SF	Dodge before 1926, Graham Truck.	\$45.00

your next battery

should be a

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Sole Agents:

A. LUNG & COMPANY

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HONG-KONG.

CATCH THEM YOUNG.

GAS TAX PROFITABLE.

The three-cent gasoline tax in California will bring the state a total of \$32,000,000 in 1928, it is estimated. The addition of one cent to the tax last year has caused a considerable increase in revenue.

FEW MAKES, BIG CHOICE.

Although there are only 44 makes of cars in the United States, we have a choice of 765 different models, according to a recent compilation. These range in price from \$385 to \$12,500 a car.

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53, Queen's Road, Central.

YOU can safely entrust your vision to us. If glasses are needed they will be accurately made and fitted.

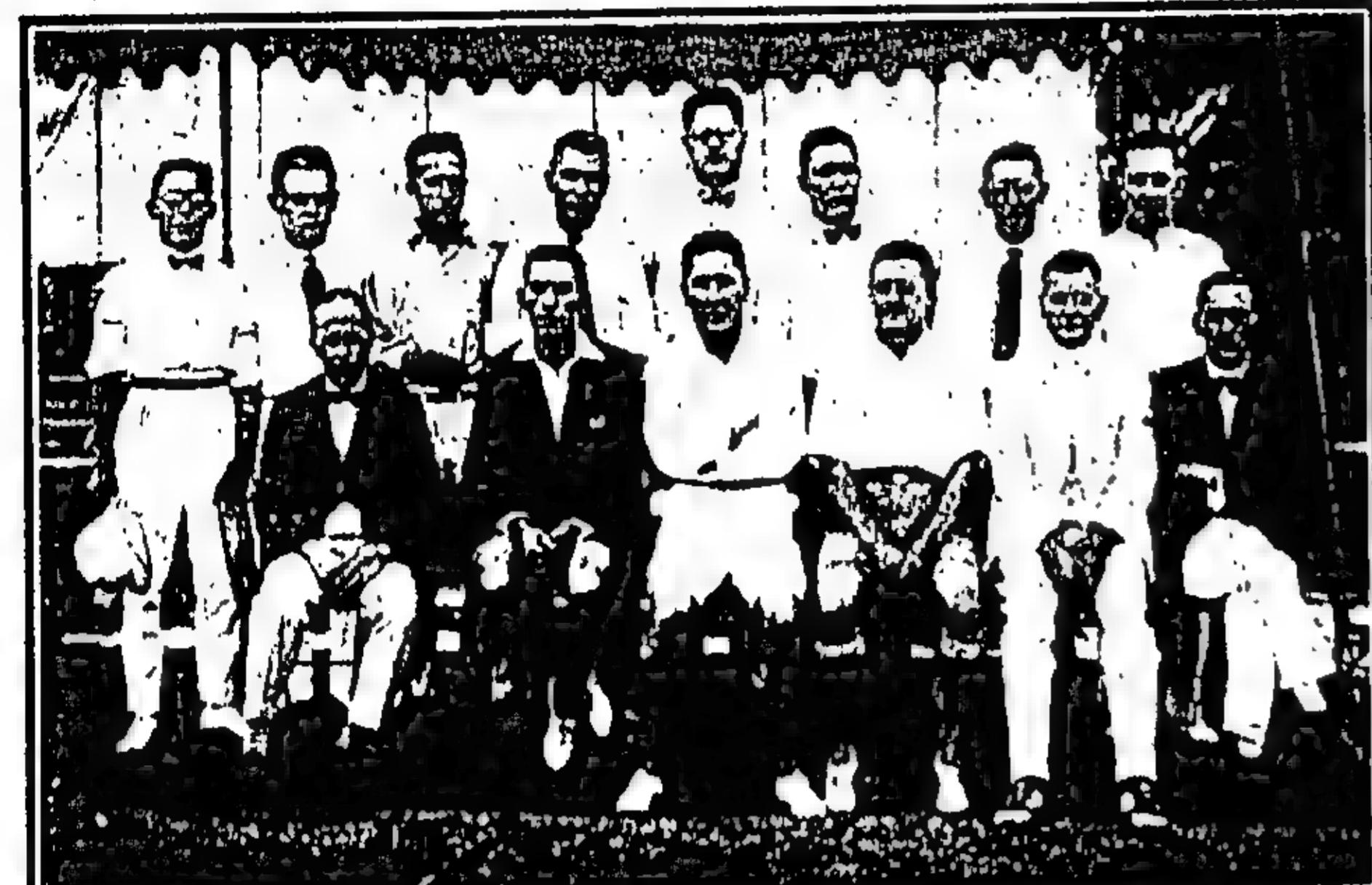
# Hongkong Telegraph.

## Pictorial Supplement

October 27th, 1928.

### TO OUR READERS

We shall be pleased to receive photographs of interest, for reproduction in this Supplement.



The "A" lawn bowls team of the Club de Recreio which defeated the Yacht Club on Saturday last, thereby earning promotion to the 1st. Division. (Photo: Mee Cheung).



Officers and Members of the Committee of the Hongkong Branch of the Navy League laying a wreath on the Cenotaph on Saturday last, commemorating Trafalgar Day. (Photo: Mee Cheung).



The lawn bowls team of the Royal Hongkong Yacht Club which lost to Club de Recreio last Saturday. (Photo: Mee Cheung).



Some of those who witnessed the America v. Scotland golf matches at the Tungshan Recreation Club, Canton, at the invitation of the American Team on Sunday October 14th. The American team won.



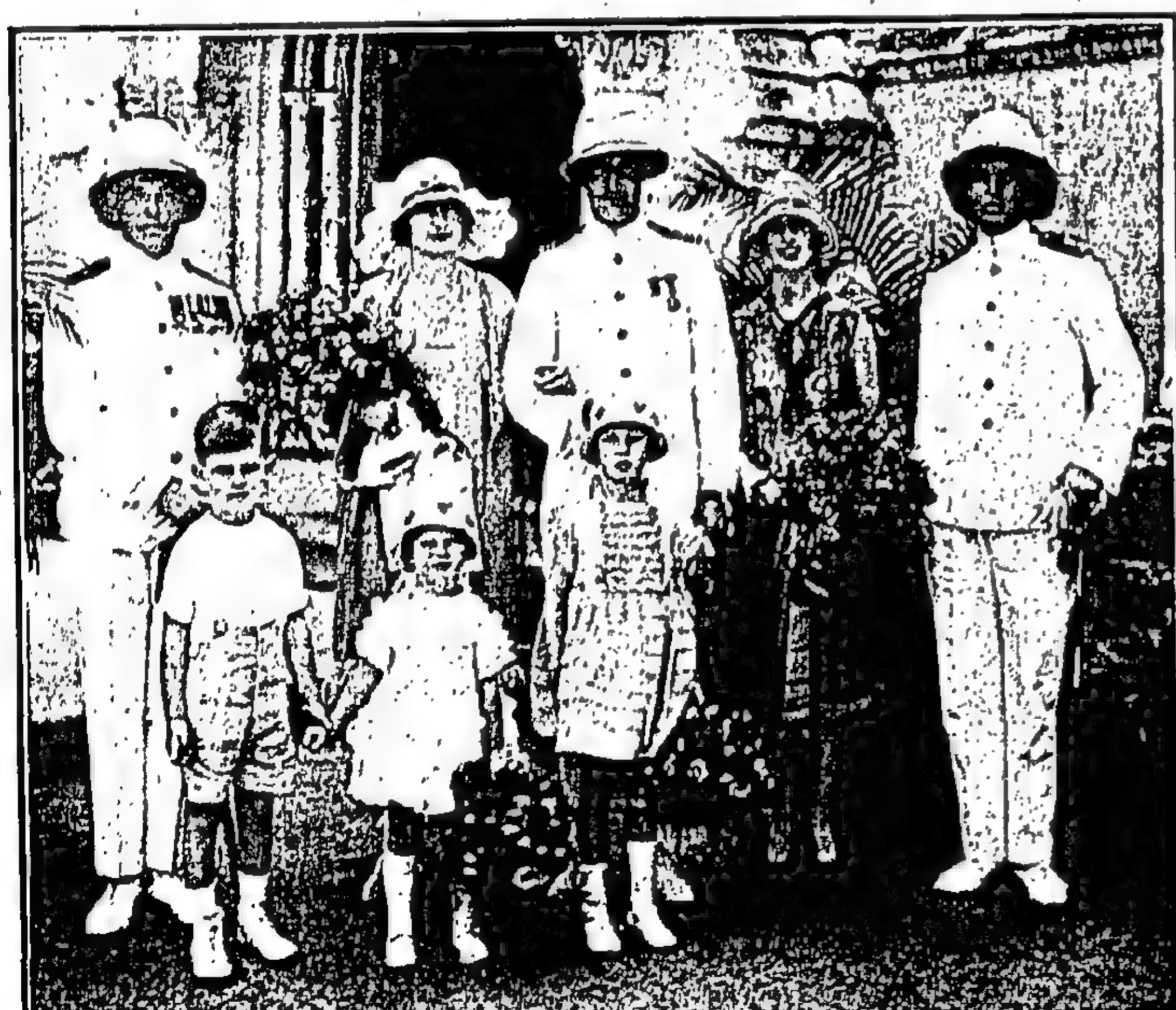
Mrs. C. G. Alabaster, M.B.E.



A golf match, America v. Scotland, was played at Tungshan, Canton, on October 14th, the teams being:  
Back Row (Left to Right): Mr. A. T. Lay (Scotland), Lieutenant Young (America), Mr. J. Rodger (Scotland), Mr. J. W. Parsons (Scotland).  
Middle Row: Mr. Anthony (America), Mr. Drummond (Scotland), Mr. Bonbright (America).  
Front Row: Captain R. O. Rutherford (Scotland), Mr. Stratton (Scotland), Mr. Sanderstrom (America), Mr. J. M. Walker (Scotland) and Mr. H. G. McNeury (America). The match resulted in a surprise win for America by 10 to 2.



Dr. S. W. Tso, O.B.E.



Group of bridal party taken after the wedding of Lt.-Com. Sydney K. Horn, of H.M.S. Magnolia, and Miss Phyllis Mallins, which took place at St. Joseph's Church, on Thursday last. (Photo: Ming Yuen).



Mrs. E. D. C. Wolfe, M.B.E.



Mr. R. Sutherland, O.B.E.



Mrs. H. R. Remington, M.B.E.



Mr. A. J. Reed, I.S.O.  
The above were recipients of their honours at the Investiture at Government House last evening.



Tennis matches in progress at the "At Home" held on Saturday last by the Chinese Recreation Club, at Causeway Bay. (Photo: Mee Cheung).



Mr. H. K. Holmes, C.B.E.  
The above were recipients of their honours at the Investiture at Government House last evening.



**COLUMBIA-KOLSTER VIVA-TONAL.**  
The Electric Reproducing Phonograph.

The Columbia-Kolster Viva-tonal plays any standard record. Elusive tonal shadings, actually in the records, but impossible of reproduction on the ordinary phonograph, are brought out in all their beauty. The volume of sound can be increased or decreased at will, from a whisper to a fortissimo. Changes in volume have absolutely no effect upon the quality of reproduction. The definition and balance of the original is retained in its entirety. Your ear cannot hear a difference, nor can your imagination conceive of either voice or instrument being more "like life itself."

The Columbia-Kolster Viva-tonal gets its power from the house current. Batteries are eliminated. It requires no winding. An exquisite jewel-like topaz pilot light, set on the line of vision, indicates when the current is on. Every detail is designed to delight the eye and offer the utmost in service.

Before buying a new reproducing instrument make certain to hear the Columbia-Kolster Viva-tonal Electric Reproducing Phonograph.

**THE ANDERSON MUSIC CO., LTD.**

## A TRIP TO JAVA.

### A HONGKONG PARTY'S EXPERIENCES.

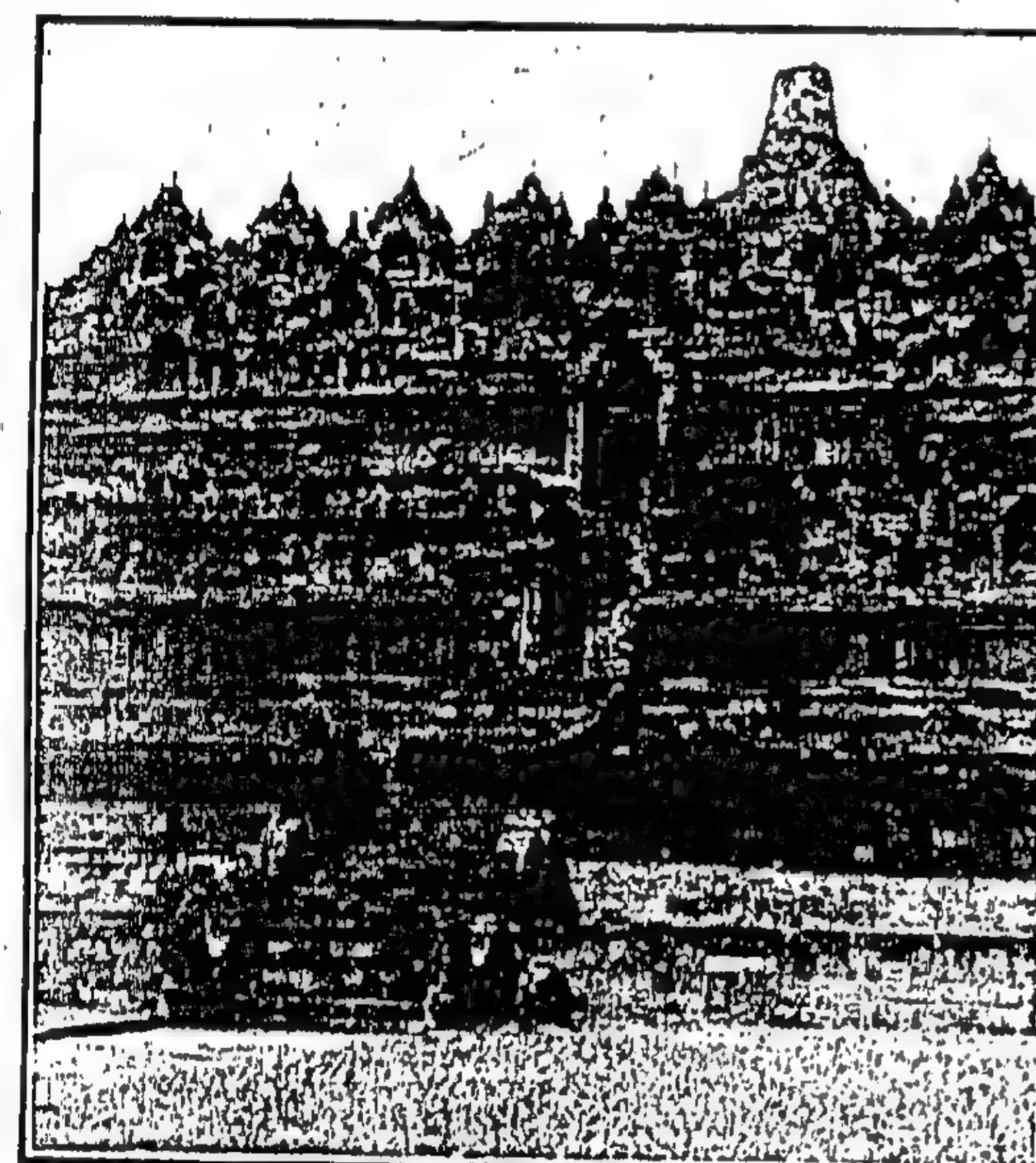
(By J. D. B.)

Buitenzorg—the mere name is gratifying to the eye, as Buitenzorg means "outside" and Zorg, "care". Literally, the place is as the name indicates, should think the worst pessimist would not be so prone to fret and worry in the midst of such indescribably beautiful and restful surroundings. The purple mountains in the distance, the bright picturesquely thatched native houses interspersed with dense tropical foliage, the colourfully-dressed inhabitants, combined with woodland and river, form a wondrous colour effect, especially in the glow of the sunset hour. The greatest delight of our party was in the Botanical Gardens, of world renown. Within the Gardens are many delightful spots which induce tranquillity of mind—typical of the Island where life is indeed a continuous leisure. The adjoining spacious deer park, facing the imposing palace of the Governor-General, is a replica of Versailles. The Botanical Gardens also constitute an experimental centre for advancing the natives the Java products for their agriculture in the Dutch East Indies. Some of the scientists towns, trade is mainly carried on by the Chinese with Singapore and Hongkong. In the sugar trade, have achieved fame in the world after the United States, China is science, notably, Blume, Teysen and Melchior Threep.

I should like to dwell briefly on the Museum of Natural History in Buitenzorg, where may be seen a great variety of brightly-hued birds and specimens of mammals and reptiles. Java is a paradise for the naturalist. It is said, that some of the strange reptiles, insects, birds and flowers have yet to be classified and given names. In Java, too, some thirty odd years ago, the bones of the remarkable ape-like man (Pithecanthropus) were discovered by Dr. Eugene Dubois in the river-side formation.

Our next stopping place in the hill country of Java was Bandung. As our party, travelling in three motor cars, climbed the tropical highlands, it was fascinating to observe the panorama of mist-enshrouded mountains, the vast expanse of cultivated land, alternating with bamboo and palm groves and rice-fields, terraced up to the hill-tops.

Bandung is a spacious and finely-planned city. The Chinese are quite prosperous here, as in other parts of Java. Our party was well taken care of by Mr. Li Shanning, Manager of the Ho Hong Bank in Batavia, and Mr. and Mrs. Tjen Djin Tjeng. In fact, two other prominent Chinese merchants, namely, Mr. Liang Bing Long and Mr. Lew Chai Sang, provided us with motor cars and hundreds of years ago. In the courtyards within the palace, nobles and high officials may be seen in gorgous uniforms. In

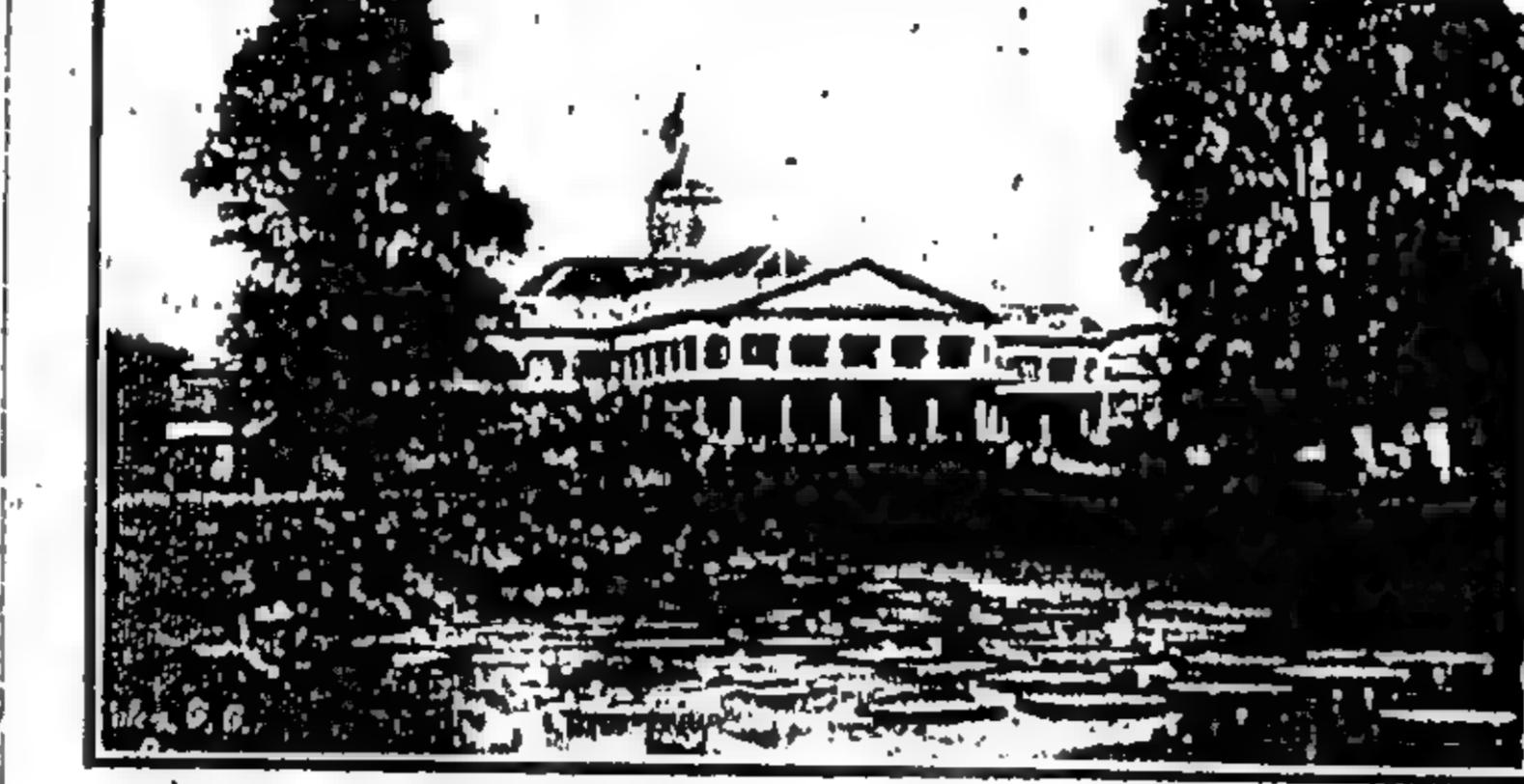


The world-famous Boro Budur.

tropical scenery and the ideal climate, the latter reminding one strongly of California or the West Coast of the Pacific.

Of course, a tour through Java would be incomplete without seeing Jokja and Solo, short for

the most stupendous and beat preserved is the Boro Budur, built about the Eighth Century. It was discovered by a British officer in 1814. This Buddhist monument stands in the heart of Java, and is a most magnificent example of



Palace of Governor-General.

Jokja and Soerakarta, the two Indian seat, and provides striking evidence of the extent and vigour of Indian colonising enterprise centuries ago. The monument consists of seven or eight terraces constructed of volcanic stones. On these black stones were carved the story of the life of Buddha. As one ascends the terraces, from the foundation platform to the stupa on the very top, one can trace the story of Buddha's life in various incarnations. Few religions indeed could write their master's biography in stone with such a wealth of detail.

At the end of our tour, some of our party took steamer from Samarang, and others from Sourabaya, back to Batavia. A few days before our departure for Hongkong again, Sir Shouson Chow and his party were the guests of honour at several banquets, given by Mr. Wang Ling Goh, the Chinese Consul General, Sir Josiah Crossby, the British Consul General, and Mr. de Meester, the head of the Java-China and Jayanline. The memory of our enjoyable trip in Java lingers in our minds like "...the memory of a dream, which now is sad because it hath been sweet."

### HUSBANDS ARE DULL.

#### NEED TO BREAK THE RULE OF HABIT.

(By One of Them.)

Less than ten years ago the most brilliant woman of her year went down from Oxford, married a handsome man, a soldier and a scholar in one. The other day she wrote to a friend of her Oxford days: "I'm conscious of advancing age; I want to make merry... Husbands are dull, even picturesque ones like yours and mine!" I am the other.

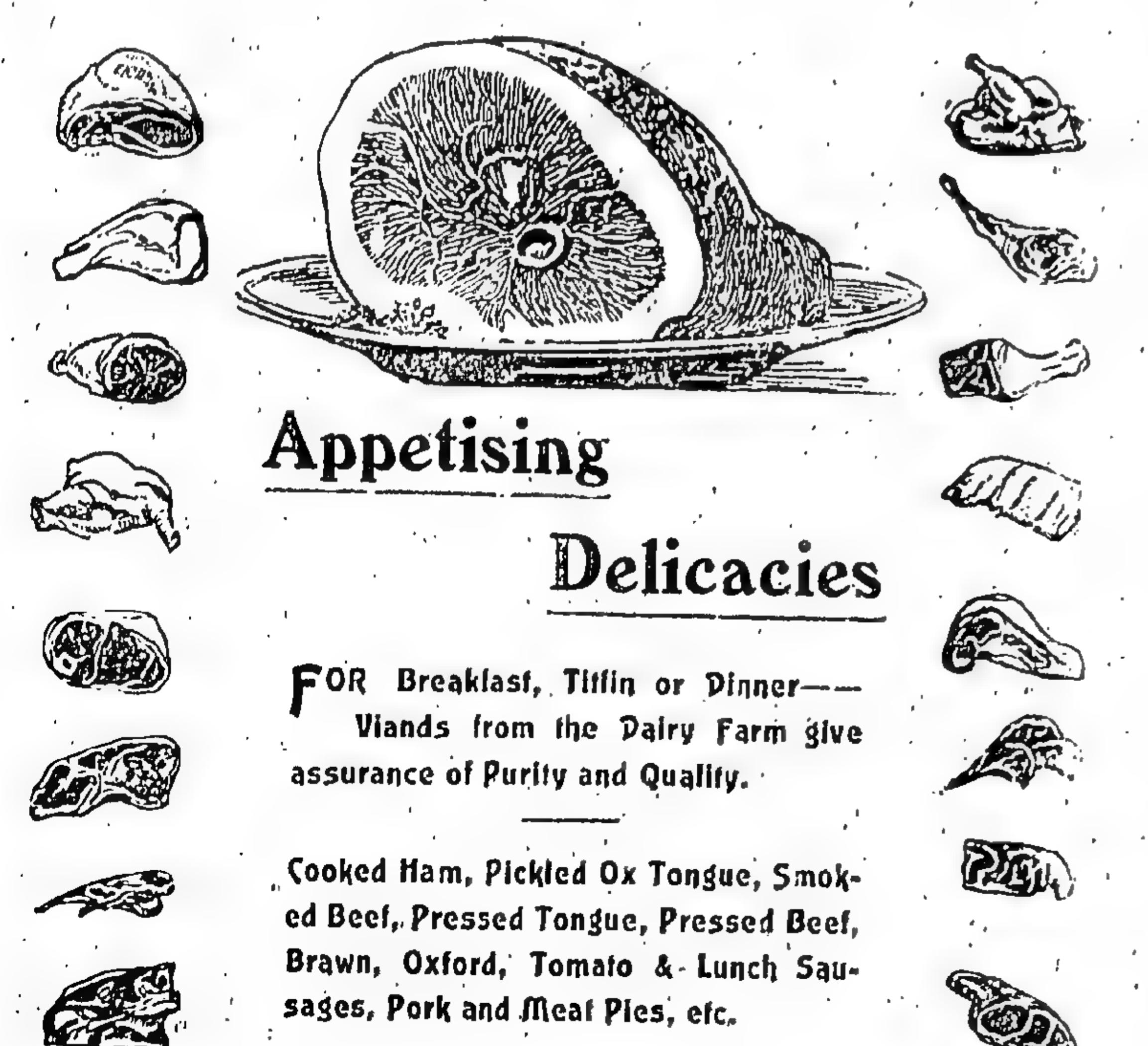
It is a terrible thought; and no less terrible than true. Husbands are dull. Look around and everywhere you will see on almost every married face obvious signs of dulness. Observe husband and wife at a dance. Does her eye sparkle with pleasurable anticipation if and when her husband requests the pleasure? It does not.

So on every social and even festive occasion, on railway journeys and in motor cars, you will notice the unlighted countenance of the husband. In the immediate presence of his wife. The wife is correspondingly dull, of course, but let us stick now to the husband. You can see that it requires no effort for him to avoid the bad form of allowing adoration to appear too obviously.

It is small wonder that wives' eyes sometimes sparkle at a compliment from another man.

The rest-cure is a dangerous and uncertain remedy. Mr. Edgar Jepson, in answer to a question which appeared in the *Daily Mail* as to how a husband could hold his wife, once said: "Remain her lover." But it will not do. Nor is it so easy as it sounds; so many men are dull, even as lovers. And she may want something new.

Try this: Assume a new form; keep different hours; if clean-shaven, grow a beard; if hirsute, shave. If gentle, assume roughness; if old, grow young; if regular, become irregular; and if well dressed, don the garb of an undergraduate. When these changes pall, begin again. This also: if you have sat all these years at opposite ends of the breakfast table, take your seats on the same side.



### Appetising

### Delicacies

FOR Breakfast, Tiffin or Dinner—  
Viands from the Dairy Farm give  
assurance of Purity and Quality.

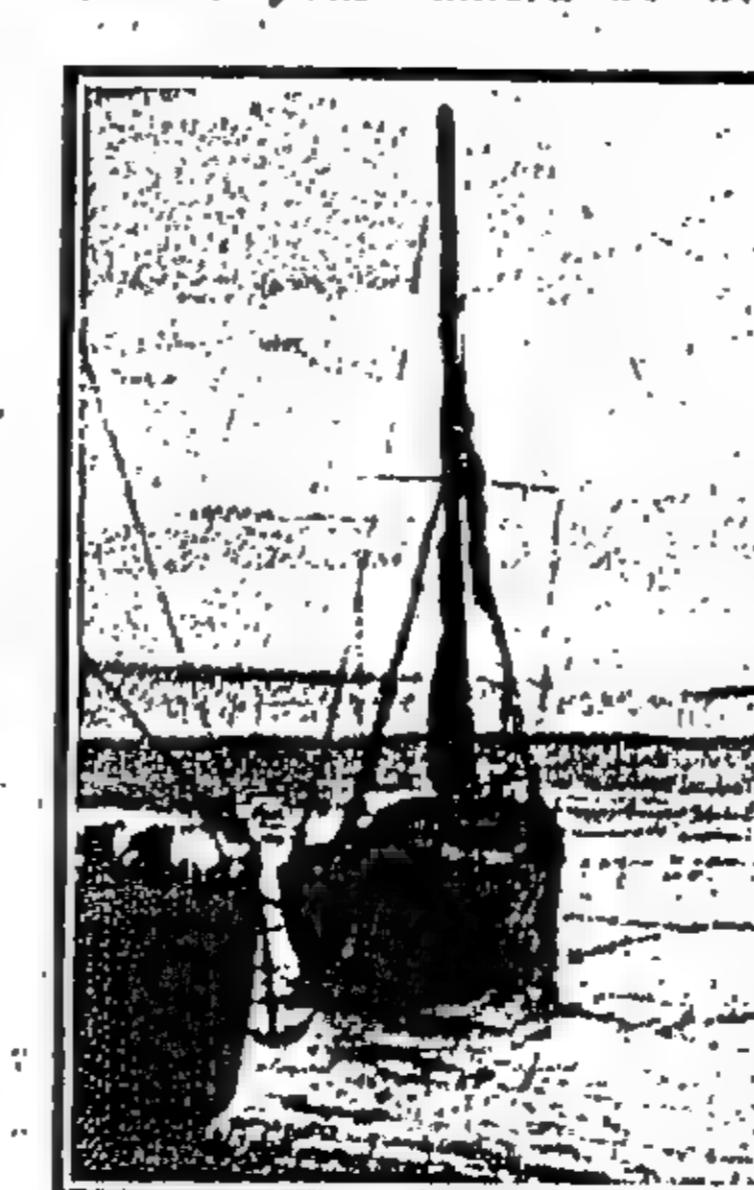
Cooked Ham, Pickled Ox Tongue, Smoked Beef, Pressed Tongue, Pressed Beef, Brawn, Oxford, Tomato & Lunch Sausages, Pork and Meat Pies, etc.

The Dairy Farm Ice & Cold Storage Company, Ltd.

trast less violent than those that obtain at midday.

Tall buildings, "close up," taken from the ground with an ordinary lens invariably look, as if they are "alling over backwards," due to the fact that the camera is tilted upwards. The remedy for this is to get well above ground level even go to the extent of level, even go to the extent of asking permission of the occupier of a house situated opposite to use the verandah or window on the first floor for the purpose.

Should your camera be fitted



with a rising front, then this is the occasion to use it. When working from the ground it should always be raised to its extreme limit. Exposure should be as long as possible so as to get the detail in the shadows; the high lights can look after themselves. If you take a front view, depth of focus is not required so

### MARCH PAST OF CLANSMEN.



One of the most picturesque events of this year's highland gathering at Braemar was the march-past the Royal pavilion of the clansmen of the Balmoral, Duff, and Invercauld Highlanders.

Major D. W. Mackenzie, Commissioneer of the King's estates, led the Balmoral men, who carried Lochaber axes. Next came the Duff contingent, wearing badges of holly and armed with pikes and

### CHATS ON PHOTOGRAPHY

#### 4.—ARCHITECTURE AND LANDSCAPES.

(By J. O. W.)

The photographing of buildings by the average amateur somehow fails to excite the same enthusiasm that prevails when the human element is featured as the subject; and often the picture of a prominent or notable building is snapped merely to fill up the film to enable development of the more interesting previous exposures to proceed. Yet in our travels we see many masterpieces of beautiful architecture or curiously quaint dwellings which will add interest and variety to our collection... And surely these are worthy of the most skilful application of our knowledge and care.

If you desire a picture of a particular structure and you have unlimited time at your disposal, view the building from various points at different periods of the day. You will note that on a dull day the effect is rather flat; flat in a photographic sense, that is, lacking contrast; whereas on a sunny day the play of sunshine and shadows on a building is remarkable for its beautifying effects. Undoubtedly the period in morning or evening, when the shadows are longer and the high lights are softer, making the con-

you can safely open your aperture to its widest stop. You only need to stop down when you desire to extend your depth of focus. Most landscape photography is time until you do get the best



various reasons, but principally due to the limitations of a camera's capabilities. Colour as seen by the eye and as reproduced in black and white from a photographic negative differs considerably. Reds, yellows and greens

Watch your foreground. A third of the area of your picture is foreground, hence its importance in balancing. Endeavour to break up any horizontal lines that traverse right across the picture. And now comes the most difficult feature of landscape photography, the sky. How often have we photographed a charming view with white clouds of beautiful design standing out against a blue sky; and on inspection of the print found the clouds and sky are a blank white and occupying half the area of the picture.

The cause of is not difficult to find. The exposure given was for the landscape and if it was correct was far too slow for the sky. Consequently the sky was over-exposed to the extent of clogging. The only remedy for this is a sky filter attachment, which screens the sky proportionately to the land.

The illustration of the barge was taken with sky filter attached, about half an hour before sunset, with full aperture, and focussed on the foreground. Exposure was 1/60th. second.

### "LOTUS" AND "DELTA" SHOES for MEN.

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Brown Willow Calf or Black Box Calf Shoes made only from specially selected leathers.

DELTA SHOES from \$20.00  
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This Lace Suit From Premet Shows White Chiffon Top And White Chiffon Coat Lining

A New Patou Beret Is of Soft Gray Felt, to Set Off A Gray Fox Fur

Worth Approves Black and White, As Evidenced By This Broadcloth Trimmed in White Fox and Silk



Paul Carel Offers a Tailored Suit In Gray English Tweed Flecked With Blue and White Crepe Satin The Blouse Is Heavy White Crepe Satin

This Novel Chanel Model in Brown Tweed Has Buttonless Jacket That Ties At Neck and Waist

**I**N line, colour, fabric and detail of decoration, styles of the moment forecast a changing mode for the days when the leaves turn.

Most challenging to the attention is the changed silhouette. Autumn brings the realization of spring's prediction that the pencil-silhouette is passe. Top-coats, frocks, sports outfit, and even negligees now emphasize the molded form style, with the natural waistline stressed.

Hip-lines receive much attention, with skirt yokes extremely popular. The fuller line to the skirt is quite as often achieved by circular godets as by pleats.

Broader shoulders are the order of the late summer day. This is just one tricky way of seeming to diminish the span of the waistline, for with full skirts and wider shoulders the slenderness of the waistline is at least capitalized, if not made to look smaller.

The down-in-the-back silhouette seems to have won a complete victory. Coats, jackets, dinner frocks and gowns originate new and arresting methods of following this line of chic. Lingerie trimmings play an important part in the daintiness of late summer clothes. Likewise, batiste, linen, organdie and fine silk collars, cuffs, vestees and other touches will grace autumn clothes.

A new hat appears as a contestant for high favour, among women this autumn, especially women who have that appealing look of youth about them. It is the modified beret.

**T**HE charming modified beret shown on this page was made by Patou and is of soft grey felt. The head band of the modified beret is wider than the regulation one, and fits down snugly over forehead and ears. The fullness of the crown is vastly becoming to the face, softening it indescribably and, in a gentle way, smartening up Milady's whole costume.

This little beret takes only a pin for ornament, though some of them work out ornaments in feathers of gay colour.

Worn with a grey fox fur neckpiece, or atop a fur jacket, the modified beret is the ideal headgear for the girl returning to college.

One of the most beautiful outfit is afford—a lace suit by Premet—is shown at the upper left.

White chiffon fashion a fitted shoulder yoke onto which the black lace points to chic. The frock has a circular skirt and the natural waistline is marked by a smartly tailored belt.

The modestly rounded neck of the frock is filled in with the latest necklace, a five-strand pearl one, of graded sizes.

Over this frock a regulation length jacket of lace is worn. Lined with white chiffon, this jacket is more than a thing of beauty, it's a bit of delicate warmth as well.

Topping the lace suit is a floppy hat of the finest of woven straws, in pink. It has an irregular brim, with a bow of ribbon on the side.

This little suit will be invaluable for the early autumn, for teas, informal afternoon parties and calling.

Two suits are shown at the lower left, each very different from the other, yet showing definite style trends.

First we have the more or less regulation tailored suit, of English tweed, made by Paul Carel. It is a soft grey material, flecked with white and that becoming soft blue, giving one the opportunity to change the appearance entirely by using blue accessories one day, white the next.

The economy of such an outfit as this appeals strongly to the woman of limited means. The skirt has inverted pleats, stitched to yoke length, in front and back, with side pleats stitched within six inches of the hem.

The jacket smartly emphasizes the down-in-the-back line, both by its lower edge and by its pockets, all three of which slant appropriately. The coat of the suit has notched lapels and rather longer sleeves than last season called for.

With this coat a new blouse is worn. It is a chic white crepe satin model, with a deep jabot flounce that falls from one shoulder and buttons over the waistline to give a vest effect, with two pearl buttons.

**T**HE second suit is a real departure. It is a Chanel model and looks exactly like a frock for early autumn wear.

Fashioned of one of the new brown kashine tweed, so stylish a shade for autumn, it has a tuck-in blouse with a yoke skirt and a little jacket that ties both at the waistline and neckline. It has no buttons to close it.

The skirt has a circular front godet and tight fitting yoke. The little blouse of fine crepe de chine has horizontal tucks around it and around its sleeves at the elbow line. A little hand-work between the tucks softens it tremendously.

The jacket is the really new part of this suit, aside from the squarish yoke achieved by cutting the sleeves in one with it, both front and back.

The little neckline ends can be left untied, in which position the coat falls open gently, showing its white lining and giving almost a regulation lapel appearance. The lower edge also ties shut.

**F**OR smart afternoon wear, the moulded form coat is newest and most acceptable.

Worth fashioned the dressy coat of fine black broadcloth at the upper right. It has white satin piping and a white fox collar. In this costume he centres attention on the in-comeing moulded silhouette by having a fitted upper portion and a circular skirt.

Fine hand seaming decorates the upper portion and fine tucks fashion a fitted cuff to a fuller sleeve than last autumn's coats showed. The short but high fluffy white fox collar extends across the shoulders and around the back.

Two flounces of black broadcloth, in square scallops, each of which is bound with white satin, give dash and originality to the mode. These are posed in the popular down-in-the-back line.

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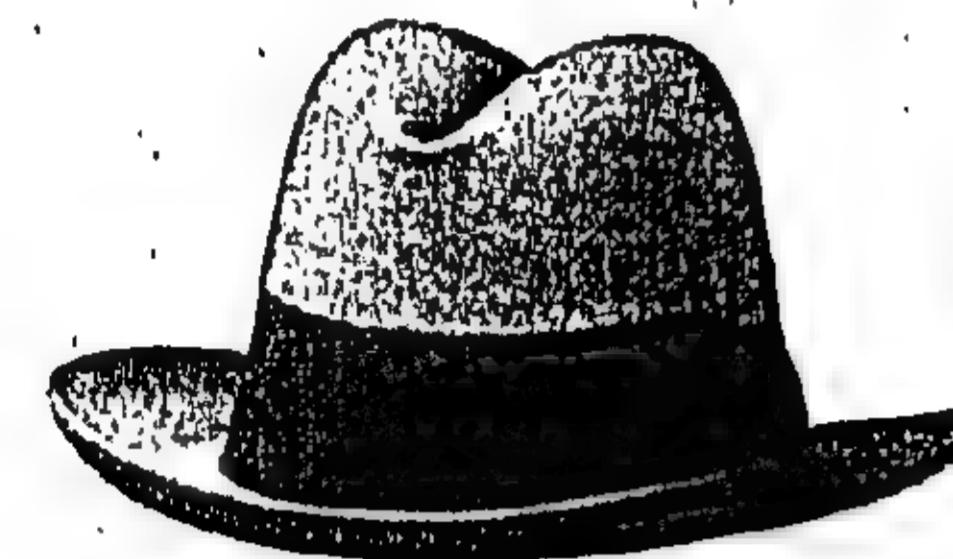
## Pictorial Supplement

October 27th, 1928.



Scotts

Hats for Men



The "Morley"

A new-shaped crown with the popular turn down brim. In all fashionable colours.

The name "Scotts" signifies not only Hats, but Best Hats

Hongkong Agents.

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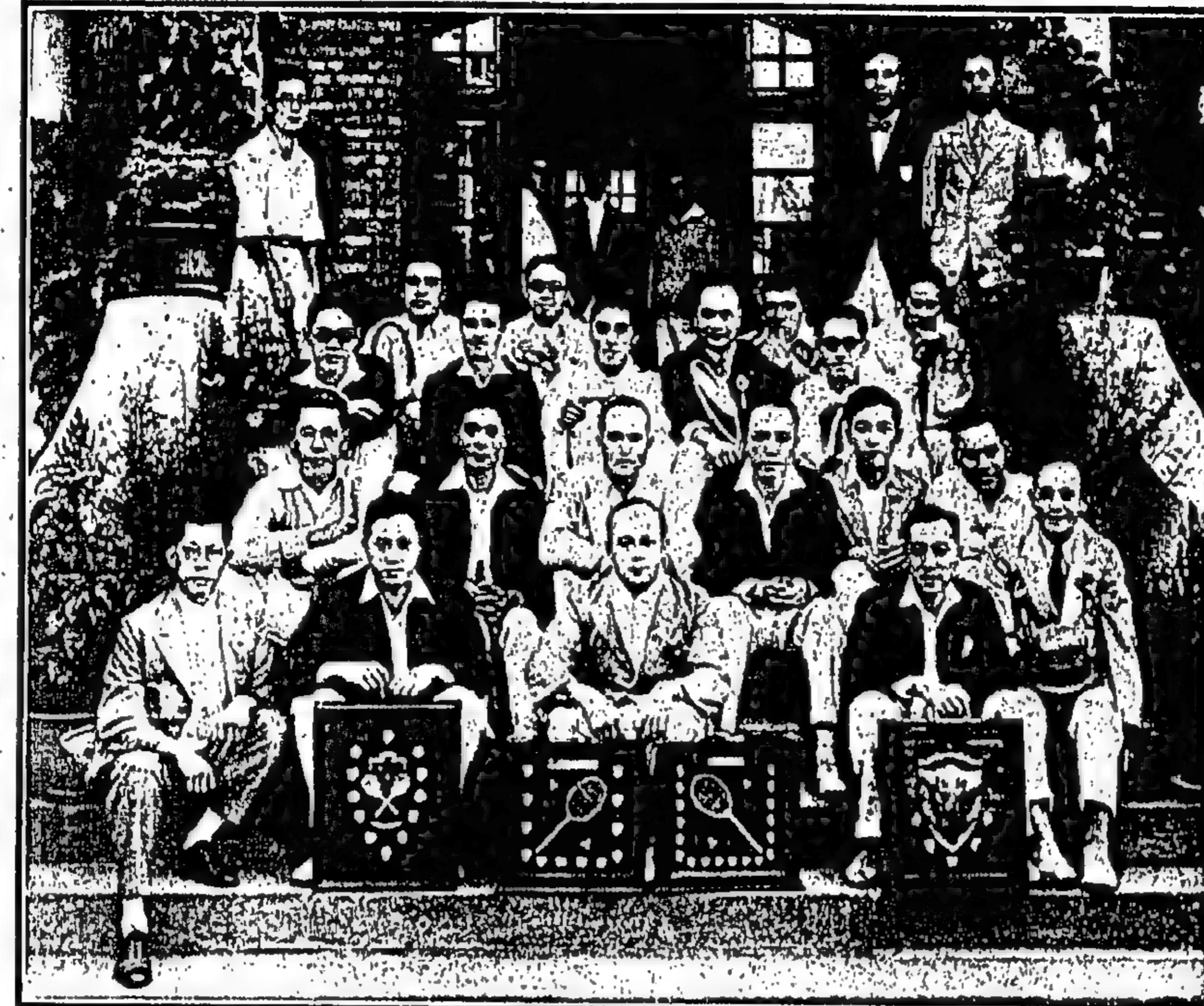
We have a splendid selection of Ladies' knitted and cloth coats suitable for wearing after tennis, motoring, etc.

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HONGKONG.



Tennis players of the Chinese Recreation Club with their trophies, which were presented at the "At Home" held at the Club, Causeway Bay, on Saturday. (Photo: A Fong).



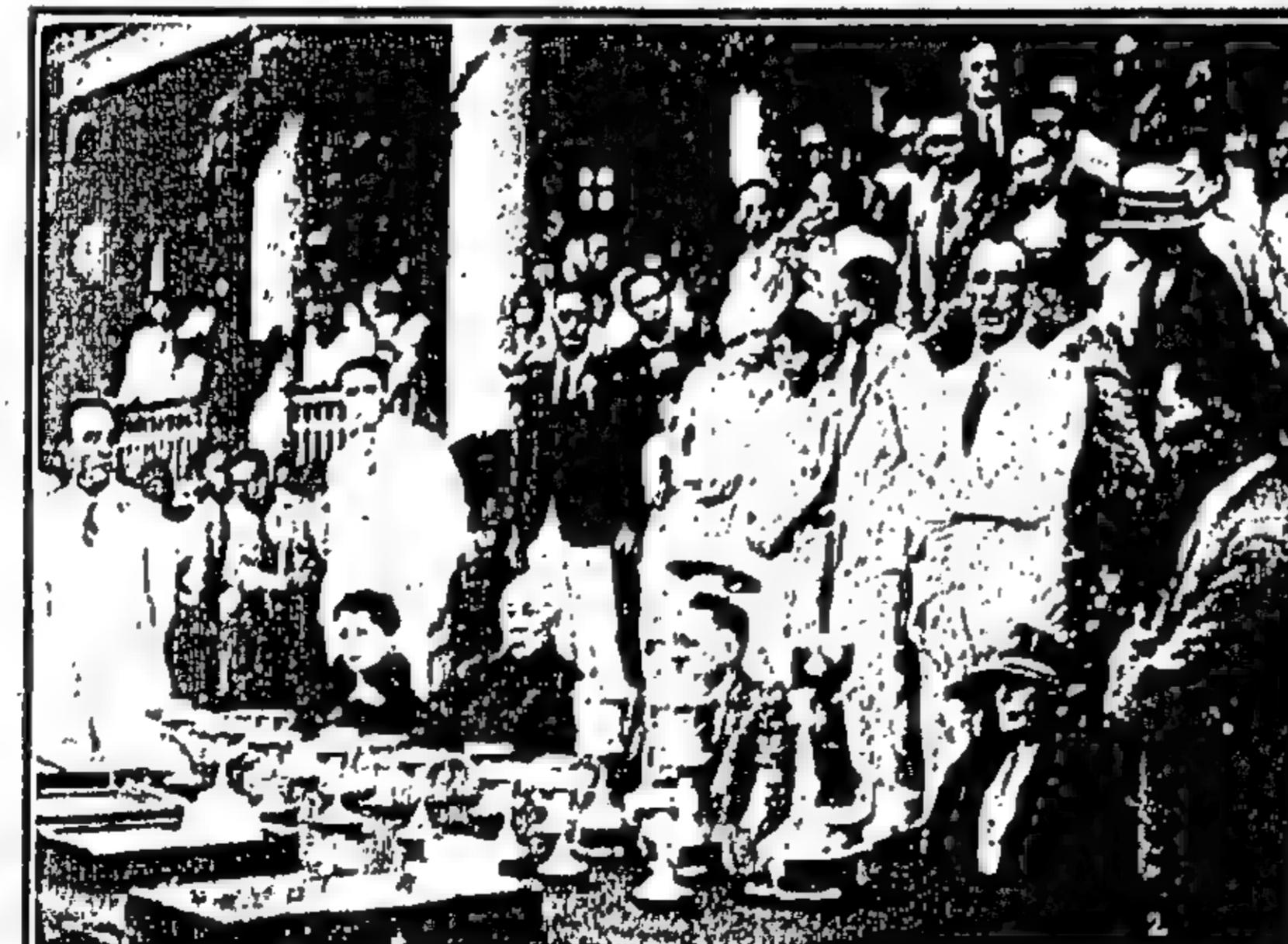
A water colour painting of a Gentleman of Old Cathay by Miss Nora Pennett which was exhibited at the opening of the new Art Club in Shanghai.



Officers provided an archway of swords at the wedding of Lt.-Com. Horn and Miss Mallins, which took place at St. Joseph's Church last week. (Photo: Mee Cheung).



The first eleven of the 1st Batt. Queen's Royal Regiment, who have shown particularly good form this season. (Photo: Ming Yuen).



The above photograph, taken at the C.R.C. "At Home" on Saturday, shows Mr. R. H. B. Hancock, President of the H.K. Lawn Tennis Association, speaking before the presentation of trophies. (Photo: Mee Cheung).



H.E. the Officer Administering the Government and Mrs. Southorn (Capt. Whyte, A.D.C. in front) arriving at the C.R.C. "At Home" last Saturday. (Photo: Mee Cheung).



Miss Kwok Chol-ming who won the Ladies' Harbour Race on Tuesday. (Photo: Mee Cheung).



An all-day tennis competition took place at the Shanghai Cricket Club recently when some very interesting mixed doubles were played. The winners were Miss Firth and Mr. A. G. Mease, Miss Seaborn and Mr. W. E. Williams taking second prize, Miss Bates and Mr. G. D. Nichol 3rd, and Mr. and Mrs. E. E. Roach 4th. Five trophies were presented.

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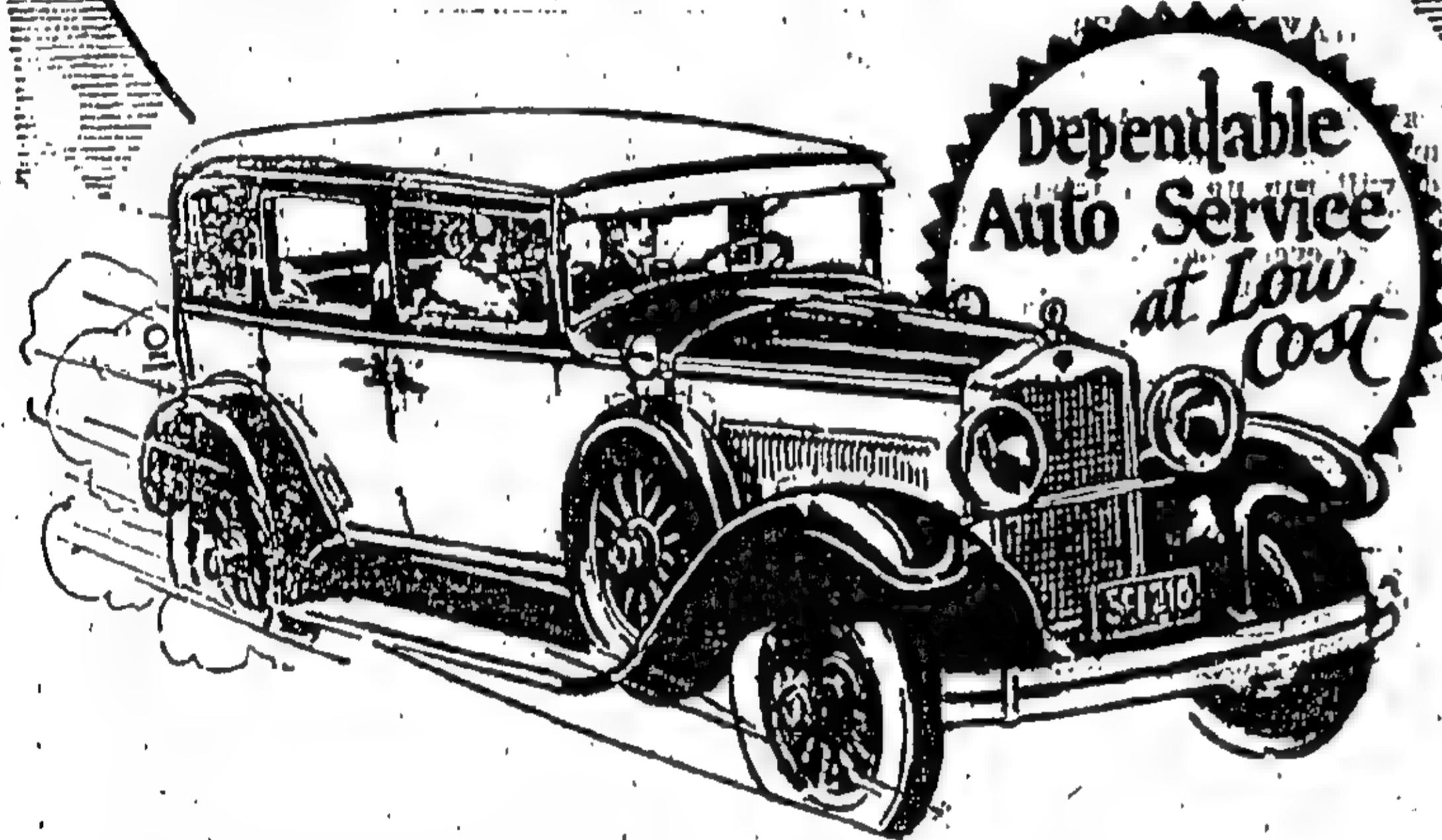
ARE you getting the best out of your car? If not, why not let us give it a good overhaul and tuning.

Mr. A. J. Allison is the Engineer in Charge of our Workshops, and will be pleased to give you machine the benefit of his wide experience.

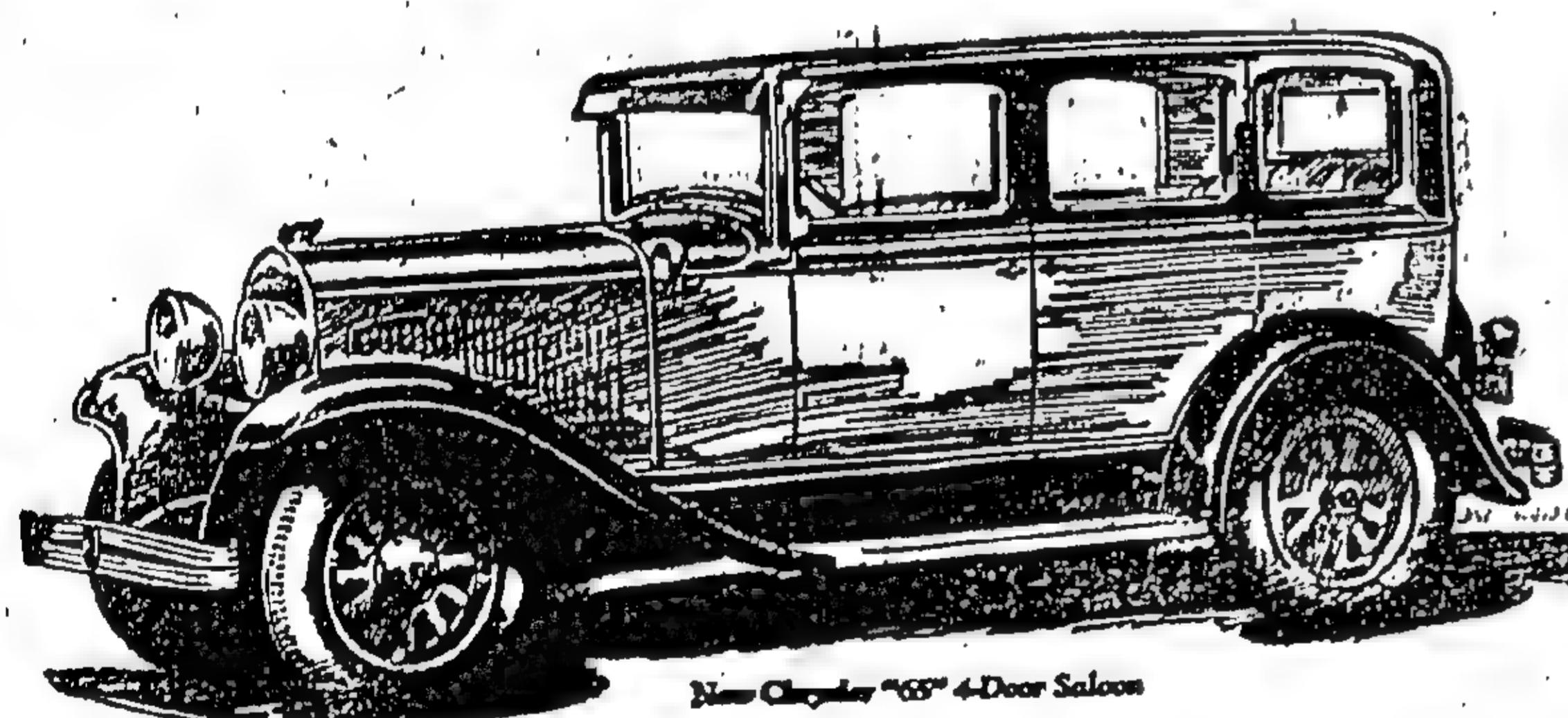
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New  
**CHRYSLER "65"**



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices. It is expected of Chryslers that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

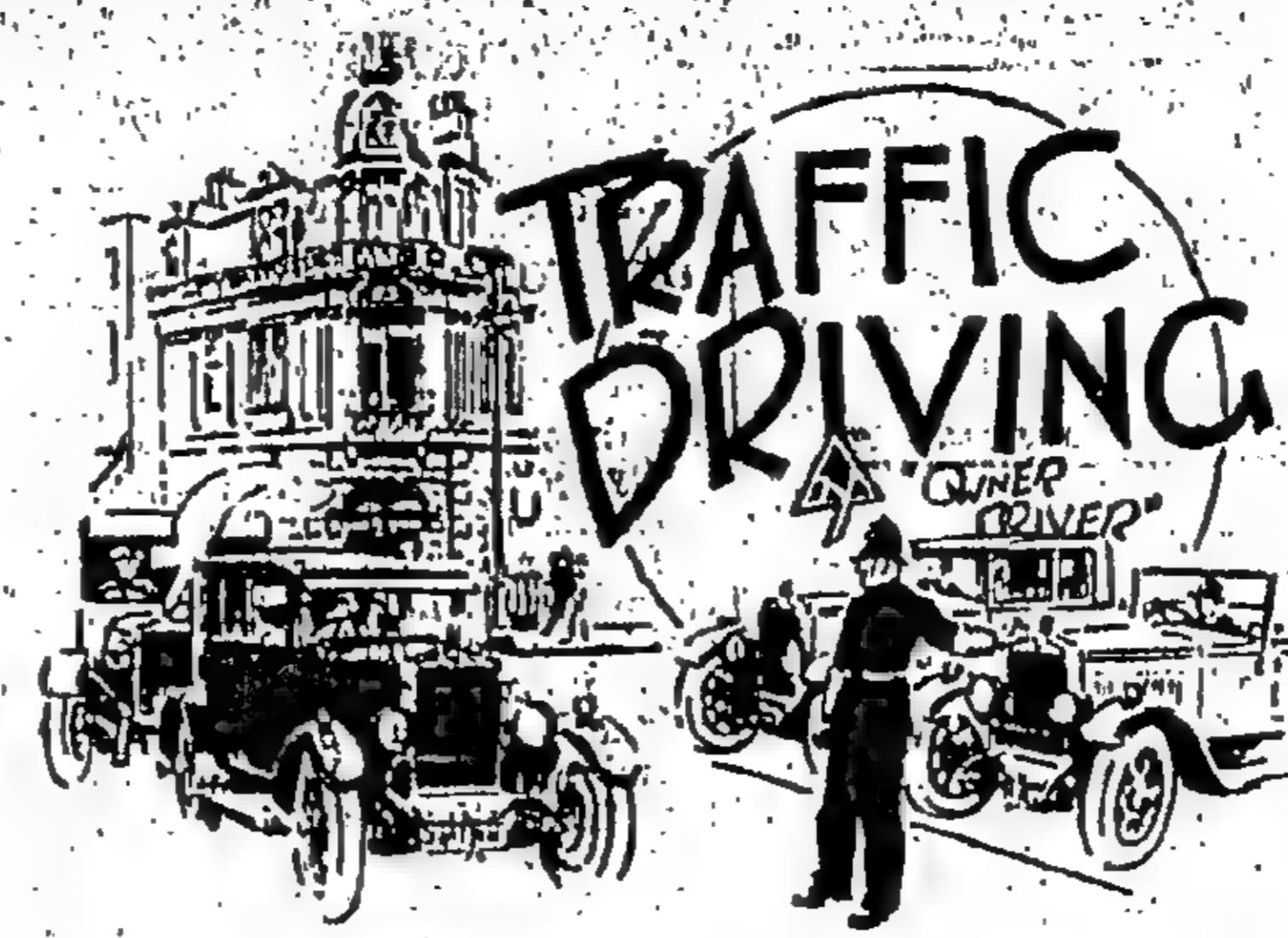
offerings, beyond anything else the industry provides in performance and style. It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that restyles all motor cars. In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65", it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—by h.p.—"Silver-Dome" high-compression head, using any petrol—characteristic Chrysler speed, power and pick-up—counter-weighted 4-bearing crankshaft, only car at or near this price, with this costly features new, slender profile radiator—new bowl-shaped lamps

—beautiful cowl moulding and cowl lamps—new longer chassis and longer, wider, roomier bodies—new arched window silhouettes—new "air-wing" full-bowed wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Lowjoy hydraulic shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles.

**A. LUNG & CO.**

19, Queen's Road, C. Tel. C. 1219.



**Car Management in a Crowd.**

[By Special Arrangement With The Morris Owner.]

Take up a position on the pavement of any busy street and watch the stream of traffic go by. There is much to learn. Confidence in some, carelessness in others, whilst yet a third section is guilty of recklessness.

Suppose, for instance, we are standing on the Cross Inn that fine old city of Gloucester. Four of the busiest roads in the kingdom meet at this point, and traffic from north to south, and from east to west, is controlled by the familiar figure in blue standing where the four roads meet.

Look! Behind his outstretched left arm a stream of vehicles is drawn up, whilst before him passes a line of cars, carts, vans and drays.

Comparisons...

First comes a handsome saloon, driven by a competent driver, gliding slowly past without any fuss in second gear. Following it is a tradesman's delivery van, complete with a boy driver, who runs the outfit along in first speed with the throttle about half open. Close upon the rear wheels of the van a four-seater car, driven by a newcomer to the motoring fraternity, jerks itself forward in a sickening manner. One can see that its driver is frightened to death of the gearbox, and is consequently still in top gear at about four m.p.h.—and trying to pick up!

The policeman changes his position. His right arm halts the stream of cars, and his left beckons on the waiting stream behind him. The first car to sweep round him is controlled (?) by a young lady of some twenty summers. She is a victim of the particularly bad habit of gazing at the gear lever as she makes the changes.

Downcast Eyes...

As soon as she is beckoned on she sweeps half-way round the policeman, then changes from bottom to second—of course dropping her eyes to watch the gear lever through the gate! A hurried step back saves the policeman's feet, and a shout from the policeman on the path causes her to raise her eyes in time to save a lamp standard from destruction. Following her is a driver who lacks knowledge of hand signalling. As he approaches the corner he gives no sign whatever as to his intentions, but finally his passenger drops a languid left hand over his side—and the driver pulls over to the right.

The next car is in the hands of a nervous driver. Admittedly he is in bottom gear, but the car, owing to a nervous foot upon the accelerator, is progressing in a series of short rushes!

This is getting a little too much of a good thing! Let us see if we can find a competent traffic driver elsewhere.

Ah! This ought to prove interesting—a narrow side road entering the street. An old Lizzie is coming up the side road,

hugging the left-hand kerb. The result is that when finally he sees an opportunity of coming out into the main stream of traffic being so close to the left, he has to go well out towards the centre of the road he is turning into before he can lock-over—for if he turns too soon his back wheels will cut the corner and cross the path. Had he pulled out a little to the crown of the side road before locking over he could have taken the corner closely.

A Cheap Imitation.

The next interesting item is an old two-seater driven by an imitation track driver in leather coat and beret. He shoots up the side road, his finger on the horn button, and calmly swings into the stream of traffic without so much as the flicker of an eyelid. This results in a terrible burst of profligacy from the driver of the car he swings before.

This is again getting too much of a good thing. Here—I know the driver of this car approaching. We'll sit in the back and get him to drive us round the city. Off we go. Second gear, you notice—up Northgate Street to the Cross.

The policeman is holding up our stream of traffic—watch our driver. The clutch is depressed and the gear lever slipped into neutral as we glide to a standstill. Our driver's eyes are ahead upon the white figure controlling the stream of cars. As the arm holding us stationary drops, he depresses the clutch and brings the lever to first. A touch on the accelerator and we glide smoothly away—the clutch is depressed—a pause—and with a scarcely perceptible click we are in second.

As we approach the Cross the driver's left arm indicates his wish to turn that way, and smoothly we swing round. Down Eastgate still in second—we move at about ten m.p.h. There are too many vehicles about to render a change into top advisable.

Turning to the right, through a maze of side streets, we approach Southgate Street. Here it is a revelation to watch the way the car is handled. She is being driven, one might almost say, upon the accelerator only. We are shown the correct way to leave a side road and enter a main street—approach the corner, and a matter of a few yards before reaching it, if conditions permit, pull a little towards the centre of the road. Warning is given upon the horn and our speed relatively low, we turn into the main stream of traffic well over to our own side, and so reach home.

In Brief...

In closing, the main points to be remembered in traffic driving elsewhere:

Don't be afraid of second gear.

Give visible signs of your intentions as to turning or stopping.

Drive on the accelerator—not on the horn and the brakes.

And, finally, don't get flustered.

**FORD BRAKES.**

**FIRST STEAM CAR.**

**Service and Emergency System.**

In the New Model Ford braking system the public obtains the ideal brake combination—full internal expanding brakes on front and rear wheels, service and emergency. This system embodies the highest safety factor.

The new Ford brakes are made possible through the Ford steel spoke wheels to which drums can be fitted of such design as to readily accommodate two sets of internal brakes on the rear wheels. Thus is combined the well-known advantages of full internal expanding brakes with all working parts integrated.

This affords protection against mud, water, sand, road dirt, grease or other foreign substances entering the brake mechanism or between the hands and drum, as is the case with external contracting brakes where these parts are exposed.

The service brake system on the new Model Ford car is a complete four-wheel system with internal expanding shoes on all four wheels, operated by the foot pedal. It is a complete braking system.

However, in order to provide the utmost in safety and to comply with the spirit as well as the letter of all existing laws and regulations, the Ford Motor Company has added a complete and distinct parking or emergency braking system. This consists of two internal expanding brakes on the rear wheels operated by a hand lever and entirely independent from the four-wheels service brakes.

In this combination of two braking systems the New Model Ford driver has a maximum in safety. Both sets of brakes are of mechanical design, of simple construction, insuring positive action and highest efficiency at all times with the least liability of getting out of order.

In an emergency either set of brakes will bring the car to a quick smooth halt.

All that any brakes can do is to skid the wheels of the car. The brakes on the New Ford car are designed to effect this function smoothly, quickly, and with the least possible effect on the part of the driver. Tests have proved them more than adequate in attaining this result.

The four-wheel brakes, as has been stated, are of the expanding shoe type and are self-controlling, a new Ford development, which means that under all circumstances the entire surface of the shoe contacts with the brake drum whenever pressure is exerted to bring them into action. The brake on each of the four-wheels has two shoes, a total of eight shoes in all, and these expand to come in contact with the brake drum. Plates upon which the braking mechanical is mounted are of pressed steel and all working parts are cadmium-plated to prevent rusting.

The brake drums are carefully ground to insure proper contact of the shoes. These drums are

**Cugnot's 1769 Model.**

In 1769 a Frenchman named Nicholas Joseph Cugnot built and operated a three-wheel steam-propelled vehicle, in which coal was used as a fuel.

Though heavy, awkward, and difficult to manage, this forerunner of modern cars travelled at 2½ miles an hour.

inches in diameter and are made to the most precise standards. They are held to five one-thousandths of an inch (.0005), an unusually close limit for such a large diameter.

The unusual feature of the New Ford braking system is found however, in the emergency or parking brakes, which are on the rear wheels and controlled by a hand lever located just in front of the gear shift in the centre of the car.

A specially developed two-in-one brake drum of exceptional strength has been designed for the rear wheels. The larger parking surface accommodates the brake shoes of the four-wheel system, and a separate braking surface, slightly offset from the first accommodates the parking or emergency brakes, which are of the hand or full flexible shoe type, self-energizing. As with the other set of brakes, the working parts of the parking brakes are cadmium-plated to prevent rusting and are mounted on a plate of pressed steel.

The steel spoke wheels are built with a steel shell, which fits well over the brake drum. The drum is not affected when the wheels are changed due to the trouble.

**ACCESSORIES**

A fine display of "Orbito" and "Lucas" storage batteries suitable for all cars. Also accessories of all kinds for motorcars and cycles, such as, Electric horns, bumpers, spark plugs, body polish, tyre patches, brakelining, jacks, foot pumps, wrenches, &c., &c. All at exceptionally low prices. Call and inspect THE HONGKONG MOTOR ACCESSORY CO. Tel. 0571, Canton Building.

**NOTICE**

TO

**ADVERTISERS**

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

**ANNOUNCEMENT.**

We hereby give notice that we have been appointed Sole Agents for Hongkong and South China for F. N. MOTOR CYCLES, Fabrique National d'Armes de Guerre, Belgium.

**THE FRENCH MOTOR CYCLE CO.**

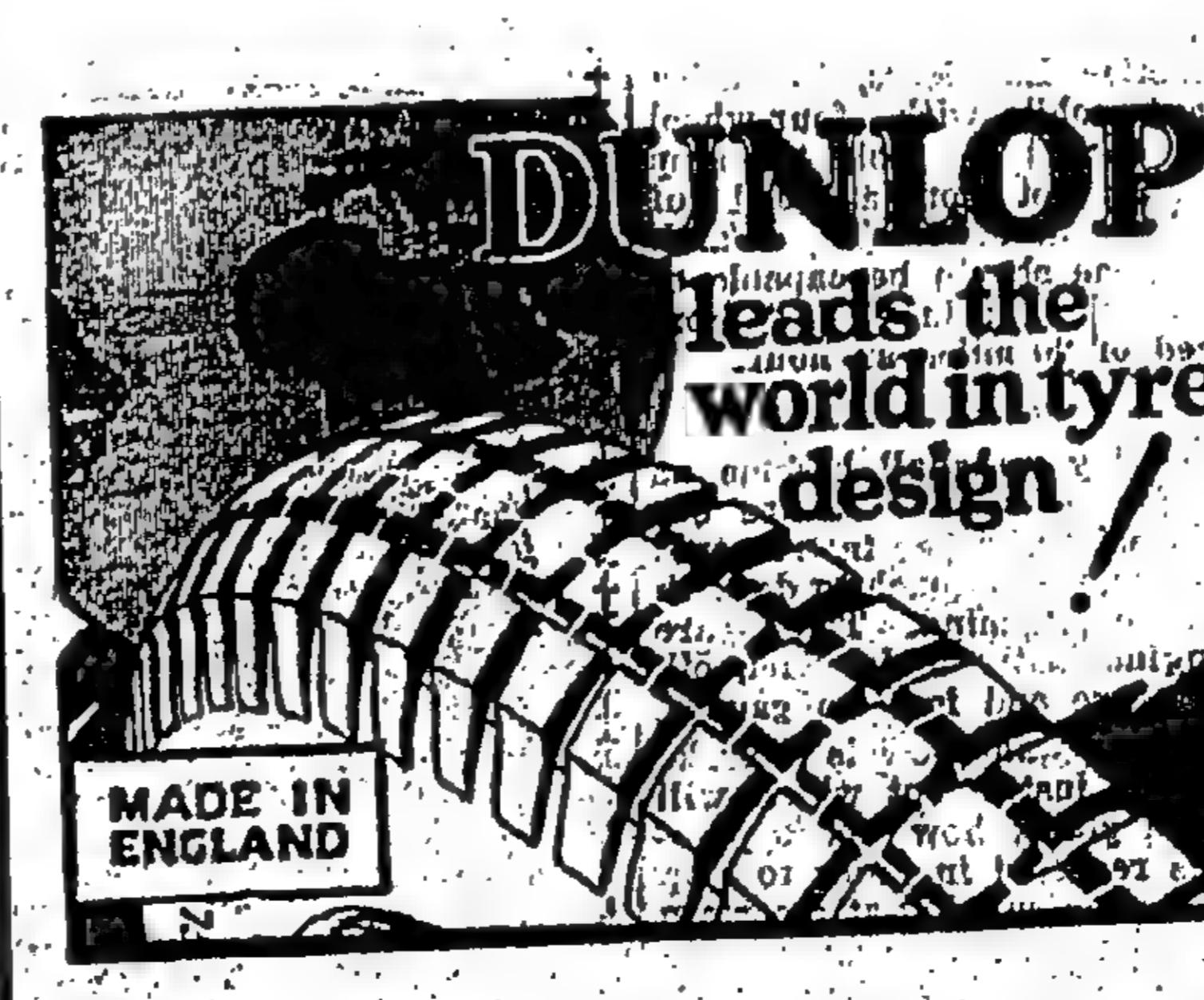
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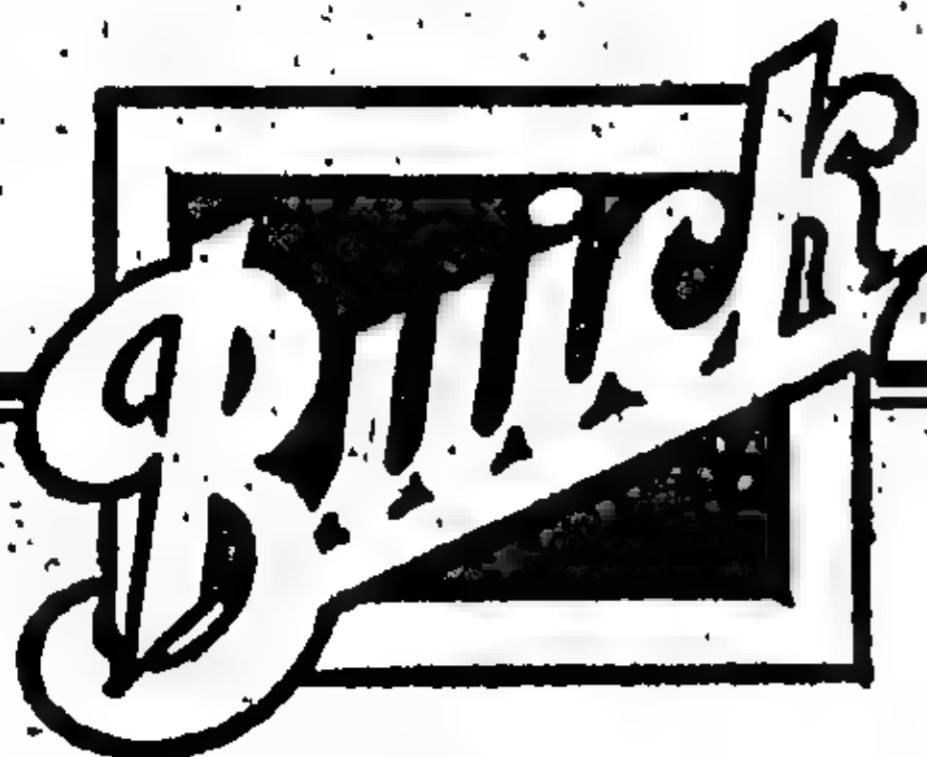
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**THE FRENCH MOTOR CYCLE CO.**

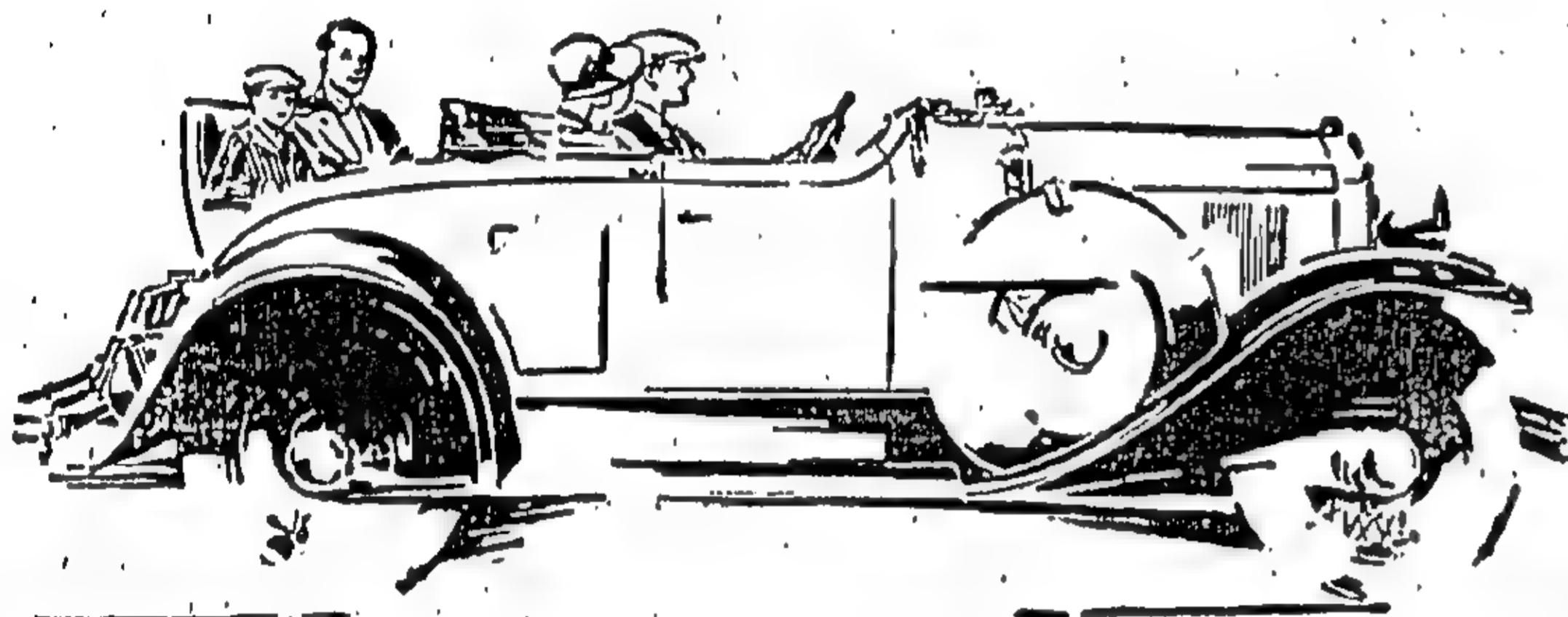
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## Even if it were not a Buick

SO attractive—so different—so good, in fact, that even were it not a Buick—you would stamp it a great car. We will be glad to arrange with you to drive it.



### The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.  
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

#### USED CAR PRICES.

Facts from American Survey.

Quoting figures which were compiled from the first edition of the American 1928 National Used Car Market (Blue Book), based on actual sales in all parts of the United States, Mr. Larke, of Messrs. Larke, Neave and Carter, says:—

Taking nine of the principal makes in the Chrysler '28' price group, the records show that the re-sale value was 42.54 per cent., while Chrysler re-sale value was 58.33 per cent.

In the Chrysler '28' price group the average was based on 12 popular makes, and shows that the re-sale value was 44.46 per cent., whilst the Chrysler '28' re-sale value was 58.53 per cent.

In the Chrysler '28' price group, the average was taken from 11 of the principal makes, and shows that the average re-sale value in this group was 44.02 per cent., whilst the Chrysler re-sale value was 60.81 per cent. These records refer to the 1927 period, and in each case refer to one year old models.

It is interesting to note that the Chrysler in the three price groups has the highest percentage re-sale value and the lowest depreciation cost. This record is convincing proof of long life and high re-sale value due to Chrysler's plan of standardised quality."

#### ON BRAKING.

##### A Vital Aspect.

[By Israel Klein.]

It is a peculiar phase of our automotive psychology that the only thought we have of an automobile concerns its running. Only when we have to suit the action to the thought do we consider its stopping.

Yet stopping an automobile is just as important, if not more so, as getting it started or keeping it going. No automobile has to start. It can be allowed to stay inert in the garage. But once started, it must be stopped.

All of which is another way of saying that the brakes are one of the most important parts of the car. They must be efficient brakes, or they're of no use when needed. And they must be kept in good condition, or the driver will suddenly find himself powerless in an emergency.

The result is a much heavier demand on the brakes, and danger of burning the linings.

Conservative judgment is needed especially in heavy traffic, in order to make the least possible demand on the brakes. The benefits result—the brakes live longer and remain effective, while the engine runs more economically and efficiently.

According to the Society of Automotive Engineers, the average automobile with four-wheel brakes should be able to stop within 50 feet from a speed of 20 miles an hour. The hand-brake alone should be capable of stopping the car in 75 feet from a speed of 20 miles an hour.

Some day we shall become as brake-conscious as we are engine-conscious. The instruments on the dash have much to do with this state of mind. These are all engine instruments—fuel, oil, temperature and ignition gauges.

What we want now is a brake gauge, an instrument which will tell at a glance how much pressure is required in order to stop the car when running at a certain speed. Engineers acknowledge the need of such an instrument. They are using quite efficient measuring instruments in testing the brakes. Now they want to remain within constant sight of the driver.

## THE BEST

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HAVE A TRY  
AND BE  
CONVINCED

A. GOEKE & CO. DISTRIBUTORS

FIAT GARAGE DEPOT.

#### THE RIGHT OF WAY.

##### Fixing the Responsibility of the Motorist.

For many years America has made it obligatory on her motor-car drivers to stop dead momentarily before entering a main road from a side road.

Thus at these critical points there should never be any appreciable momentum on any vehicle, even if two collided, and such contact should be practically harmless. It may be remarked by the contentious that there are many points in Britain where warnings are set up to the effect that the driver should go "Dead Slow." This, however, is merely an admonition, not a law.

Further, individual drivers' ideas of what constitutes fast and slow speed vary widely. A moment's reflection will reveal that any driver will himself hold different views on that topic according to whether he is pressed for time or is simply out to pass it.

The American method does not cause appreciable delay, because it results in dangerous junctions of the road being, in effect, in a clear condition.

Moreover, the procedure is introduced at a period when the progress of engine and chassis design and building achieves prompt deceleration as well as prompt acceleration, besides easy gear changing.

All that the American law requires is that the road wheels should cease to revolve momentarily at those particular junctions. The reduction in the number of accidents is notable.

#### AUTO ENGINEERS GROW.

The Society of Automobile Engineers has more than 6,500 members at present and the organization figures show that new applicants average about 80 a month.

#### A LONG JOURNEY.

##### Nine Months' Trip for Studebakers.

In most countries, when a motorist wants to buy a new car, he simply goes to the showroom, picks out his car and drives it home. But down in Santa Cruz de la Sierra, Bolivia, buying an automobile is a far more complicated affair.

An interesting example of the highly involved process required to deliver Studebaker cars to some out-of-the-way corners of the world is brought to light in a recent shipment of Studebakers to Santa Cruz.

Ten Studebaker automobiles were recently put aboard freight cars bound for New York. At New York they were shipped on a South American steamer to Buenos Aires. There they were transferred to river boats and taken up to the Rio de la Plata and then up the Rio Paraguay to Corumba, Brazil. At Corumba the cars will be disassembled and packed on huge two-wheel carts each drawn by six or eight yokes of oxen.

The carts and ox teams are owned by "troperos" who are familiar with the Bolivian interior and capable of finding their way over the roadless deserts, mountains and enormous forests that are encountered on a trip from Corumba to Santa Cruz de la Sierra.

The carts will arrive at their destination nine months after they left the Studebaker factories.

#### BIG HIGHWAY EXPENSES.

This year's expenses for American highway improvement, it is estimated, will run up to a total of \$1,838,025,775. That's about five dollars for every man, woman and child in the country.

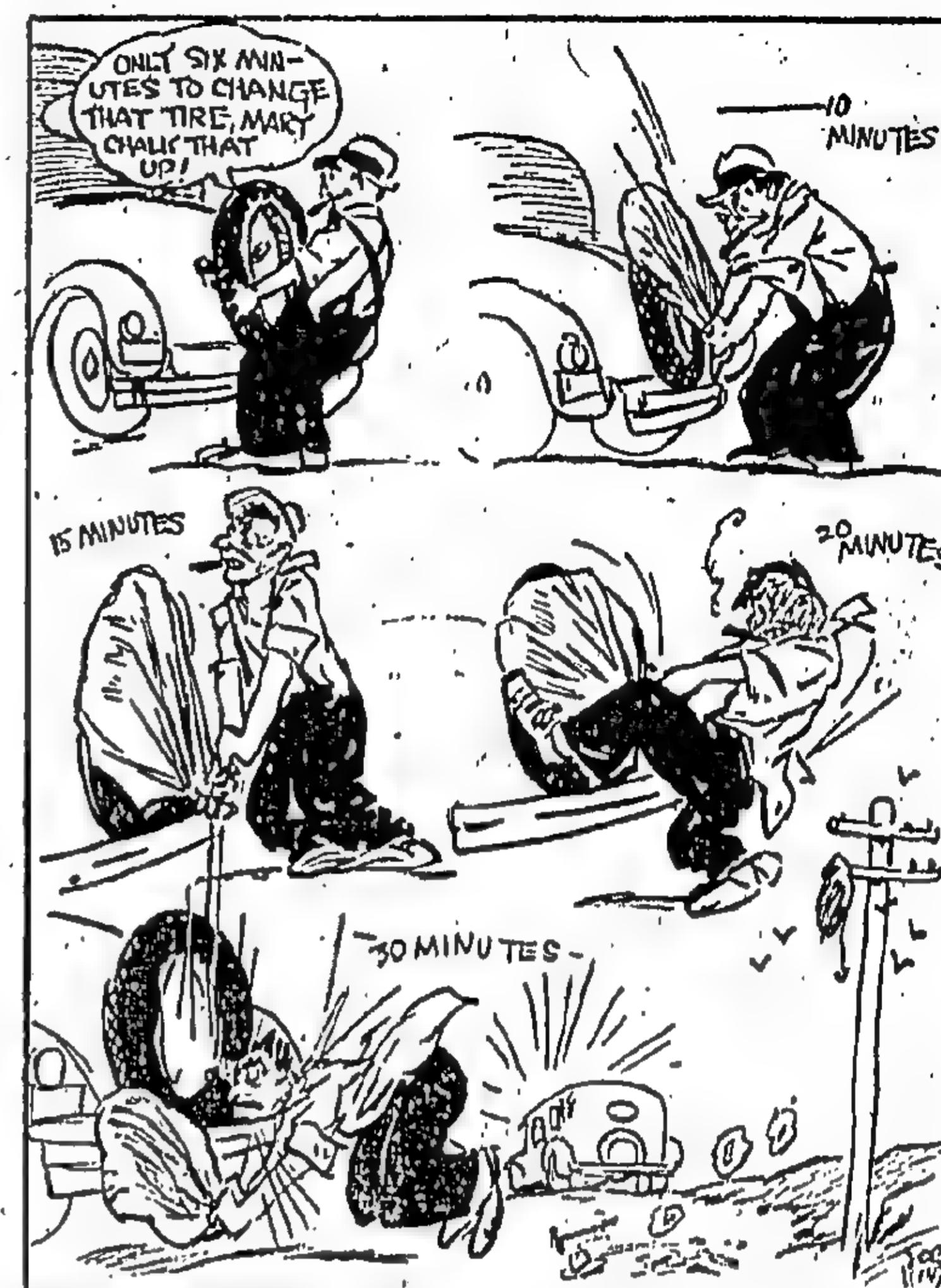
#### FEWER FAULTY BRAKES.

There are fewer cars with faulty brakes on the streets of the United States this year, reports the Asbestos Brake Lining Association. The percentage has decreased from as high as 92 per cent. a few years ago to only 10 to 40 per cent. last year.

#### FLASHING SIGNS.

Perhaps the 500 flashing stop lights being erected at arterial streets in San Francisco will be more effective than the silent signs used heretofore. At any rate, the city officials are having them put up and waiting to see what effect they'll have.

#### CHANGING THAT TYRE!



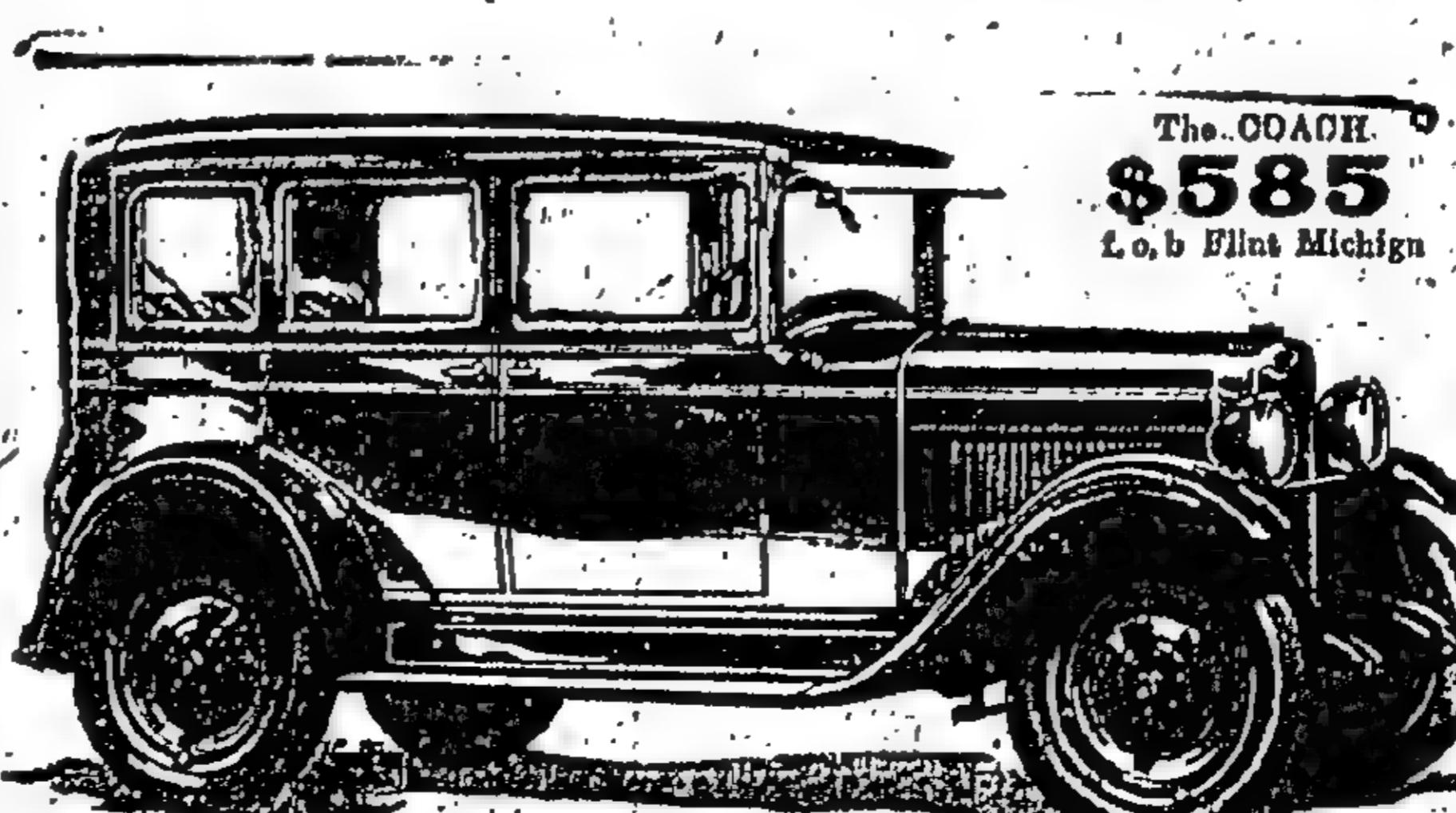
for Economical Transportation



## 10 Big Reasons why Chevrolet is— First Choice of the World for 1928!

With over 750,000 new Chevrolets on the road since January 1st—an average of more than 30,000 new owners each week, to-day's Chevrolet, by a tremendous margin, is first choice of the world for 1928!

If you do not know all that today's Chevrolet offers, come in and study this sensational automobile. See how completely it provides the ten great basic factors which automobile buyers everywhere are now demanding! Satisfy yourself that the purchase of a Chevrolet assures you more automobile and more all-around satisfaction than you ever thought possible at prices so amazingly low!



**1. DESIGN** For fourteen years Chevrolet has followed a policy of constant progress in engineering, with the result that to-day's Chevrolet is modern in every detail of design.

**2. APPEARANCE** To-day's Chevrolet provides beauty of design and proportion to an exceptional degree because Chevrolet has at its disposal the unmatched facilities of the Fisher Body Corporation.

**3. FEATURES** Because the Chevrolet Motor Company has both the desire and the ability to provide quality features typical of the finest cars, to-day's Chevrolet is everywhere regarded as the world's most luxurious low-priced automobile.

**4. PERFORMANCE** Chevrolet's amazing performance is the result of a valve-in-head motor whose power is a matter of worldwide fame and whose snap and smoothness are assured by alloy invar-strut pistons, large valves with mushroom type tappets, accurately counter-balanced reciprocating parts, and an extremely efficient fuel carburation and distribution system.

**5. COMFORT** The Bigger and Better Chevrolet is built on a 107" wheelbase, equipped with four long semi-elliptic springs set parallel to the frame. The soft cushions are provided with deep, resilient springs. This is a comfort combination unmatched in any other car at such low prices.

**6. HANDLING EASE** For ease of control Chevrolet design incorporates a full ball bearing steering gear, smooth-shifting transmission, light pedal action clutch and big non-locking four-wheel brakes.

**7. ECONOMY** Chevrolet owners enjoy true economy of operation because of such modern features as pump circulation of oil and water, oil filter, air cleaner, ultra-efficient carburation, crankcase breathing system and thermostatically controlled cooling.

**8. MAINTENANCE** Chevrolet enjoys a wide reputation for low maintenance costs because it is basically rugged in construction, built of the finest materials with the most modern precision equipment and embodies the results of millions of miles of testing at the General Motors Proving Ground.

**9. RESALE VALUE** Chevrolet's resale value is unusually high because Chevrolet's rugged construction assures many thousands of miles of dependable transportation while Chevrolet's style is so advanced that it maintains its good appearance for years.

**10. PRICE** As a result of worldwide popularity and tremendous production from fourteen great modern plants, Chevrolet is able to offer these beautiful modern cars at these amazing low prices.

The Touring \$495 Roadster	The Imperial \$715 Landau
The Coach \$585	Utility Truck \$520 (Chassis Only)
The Coupe \$595	Light Delivery \$375 (Chassis Only)
The 4-Door Sedan \$675	All prices f.o.b. Flint, Michigan
The Convertible Sport	
The Cabriolet \$695	

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## TRAFFIC PROBLEM WORRIES PARIS.

## Underground Boulevards Suggested.

(By Helen Dure.)

Paris, now in the throes of solving at least three of the pressing problems that modern progress has thrust upon her, is—without finding any practical, immediately applicable solutions—stirring up a lively interest in what scientific discoveries, the human genius for invention, the mechanization of everyone's everyday life and the importance of big business are doing to the population; especially the swarming populations of big cities. For the problems of Paris are the common problems of all big cities that are trying to keep pace with world progress—if you call it progress and not modern mania.

## No Need for Them to Wait One Hundred Years.

It is only a little while ago—and one doesn't have to be an oldest inhabitant to remember this—that mildly meditative, gently philosophical persons with spare time for such manderings used to sit in wicker chairs on verandas or winged easy chairs before pleasantly glowing, grate fires and wish that they could come back in a hundred years or so to see what the world would be like then, when all the budding ideas would be in full bloom; a little skeptical, too.

Now they find that they need not wait the hundred years or so, nor make the coveted return trip. They can see for themselves, here and now, what such a scientifically, mechanically changed world is like; what with automobiles, flying machines, submarines, wireless, telephones (which already are so old-fashioned that they are nearing the discard), movies turning into talkies, television and what not. And they never had an imagination so far-flung as to envision presidential nominees making radio campaigns.

## Transportation Problem Worries Official Paris.

However, to stick to the worries of the Paris officials who have to figure out some way of distributing the Paris millions so the motoring population will not succeed in exterminating the pedestrian population, both massive groups being necessary to big business, the three pressing problems that the harassed officials are struggling with are:

1—What to do with the pedestrians to get them out of the way of the motor traffic.

2—How to procure and insure enough quiet during the night for the population to get enough sleep to be fit for the next day's job; and this includes not only the pedestrians, those who ride in buses, trams and the underground railways, but as many of the motorists as do not motor and toot their horns through the night.

3—How to protect the health of the entire population against the poisonous dust the enormous traffic raises and keeps suspended in the air, and the poisonous gases turned loose on a defenseless world by the constant circulation of thousands of motor vehicles.

## Pedestrians Hold Up Vehicular Traffic.

This last problem is a job for the scientists. The second is a matter to be dealt with by new regulations. The first—what to do with the negligible pedestrian—is a puzzle. There really isn't enough room for the poor thing in the streets, even on the sidewalks where the cafe tables and chairs occupy so much space; and he certainly interferes with the progress of the vehicular traffic, cluttering up the crossings where traffic is halted to let him skitter across.

That he holds up traffic, especially the speeding taxi, was proved by two Parisian ladies, who made a bet on the outcome of a point-to-point race they engaged in. One, who belonged to the negligible-pedestrian class, held that he could cover the distance in less time than his opponent who pinned his faith and risked his money on the daring resourcefulness of the typical Paris taxi driver. The negligible-pedestrian won, but only by his recklessness and agility in making serpentine dashes through triple moving lines of hurrying motor vehicles, including the monstrous automobiles and jukernaut sight-seeing cars; while the taxi addict laid his defeat to the long queue of French sprinters hurrying en masse over a crossing to be exactly on time for the midday meal, which held up the vehicular lines a moment or no longer than the usual ten seconds for the crowd to foot it across. The loser had not counted on the determined collective French dash for dejeuner when his wily opponent chose the noon-time for the race.

## Sidewalks Overflow With Parisians on Foot.

The negligible pedestrian has the odds against him. He is forced to impede traffic and also become a problem to the city fathers by the fact that, not being rich enough to acquire a car, and by the crowded conditions of Paris being obliged to live on the outskirts, or in districts remote from his job, he has to ride back and forth in the underground railway, which now is crowded to suffocation during rush hours. There are too many of him even for the sidewalks, where he elots into crowds to look into shop windows or read the political posters on the billboards or admire the evolutions of the mechanical toys the street hawkers set to performing for the beguilement of prospective

buyers. Also, he settles himself on the little chairs at the little tables of the sidewalk cafes and while away an hour over one small drink waiting for the rush period to pass, thus reducing the number of patrons and the profit of the cafe while more lucrative trades goes elsewhere. Decidedly the pedestrian, negligible as he is, must be taken account of; something must be done for him. Some room on the sidewalks must be made for the hordes of tourists who are good for trade and love to spend their money in the shops as well as feast their eyes on the always tempting shop windows.

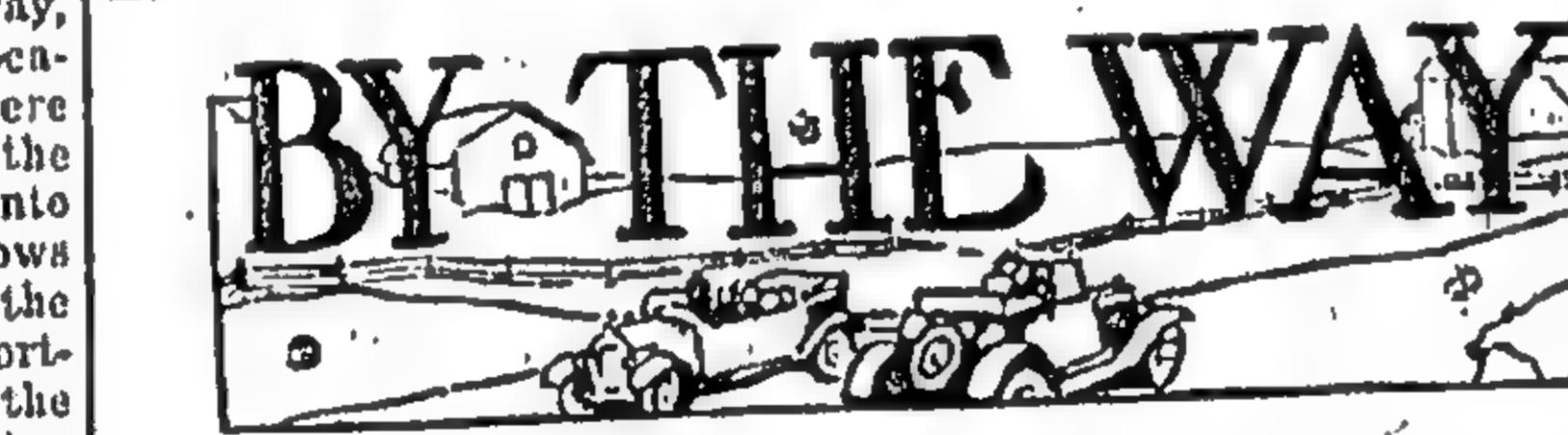
## Underground Boulevards With Moving Sidewalks.

So among the plans that have been considered to relieve the congestion there is one that the city fathers have been looking into of putting him underground. Architects have been submitting plans for underground boulevards that will run in all directions from the centre of the city to the outskirts, like the spokes of a wheel. But like the road "from Schenectady to Troy" that Eddie Foy used to sing about, that was only a preliminary to the "long, long walk to the gay Rialto of New York," they are taking thought of the weary legs of the negligible pedestrian, and considering the adoption of a mechanical device that was invented for weary walkers plodding their way through exposition halls, I think; and afterward adopted by some of the colossal department stores in big cities. That is to get in moving sidewalks for him on these underground boulevards.

It even has been suggested by some designers that such underground boulevards might be made wide enough to admit of diverting some of the vehicular traffic to them, with each class of traffic on a division of its own. In this case the heavy, freight-carrying camions going out of the city would have a road of their own; the light pushcarts for delivering purchases to retail customers would have a runway of their own, making it safer for the men, women and children who push them than mingling with the street vehicular traffic as they do now. The pedestrians would have a sidewalk on one side of this vehicular traffic for going from the centre of the city and another sidewalk on the other side for coming in to the centre.

## Underground City Would Be Evolved.

Nor are the interests of big business forgotten, for in the plans for both the simple pedestrian boulevards and the more ambitious vehicular underground shops are included, entrances to the big department stores, and, of course, attractive pedestrian.



After mounting a tire on your car it is a good plan to place a block of wood alongside the wheel. Turn the wheel slowly, using a screw driver with point against tire rim. If it is not true, adjust by loosening lug nuts and tightening at opposite points until tire runs true.

We learn (says the Morris Owner) that the owner of a Morris-Cowley saloon was persuaded to call at the fishmonger's for the raw material of the fish course, which was in dire hazard of being too late for dinner that evening. On the way back he also put in another call and left the rear door open. A cat discounted his good intentions by dining on the fish first, and was trapped when he slammed the door and drove off, all unwittingly. The motion of the car drove pussy frantic, and she registered her disapproval by springing on to the driver's uncovered head and digging in her claws, much to his annoyance, not to say dismay.

All that glitters does not shine

Some second-hand cars are all right so far as they go—the trouble is that they do not go far enough.

If gasoline line, vacuum tank or gasoline tank should spring a leak, temporary repairs can be made with a bar of soap. A piece of chewing gum will stop a small leak around vacuum tank or gas line.

Window glass in a closed car may start rattling after the car has been in use for some time. This can be remedied by replacing the felt channels which become worn by use.

If the front axle is removed from the car always mark it front and back to avoid installing wrong, and thereby causing difficult steering.

Hospitals are places where people who are run down wind up.

When stalled in mud, or sand, do not spin wheels by allowing motor to race. This causes the wheels to bury deeper. Remove all obstacles from immediately in front of all four wheels, use low gear and apply foot brake if necessary to keep wheels turning slowly.

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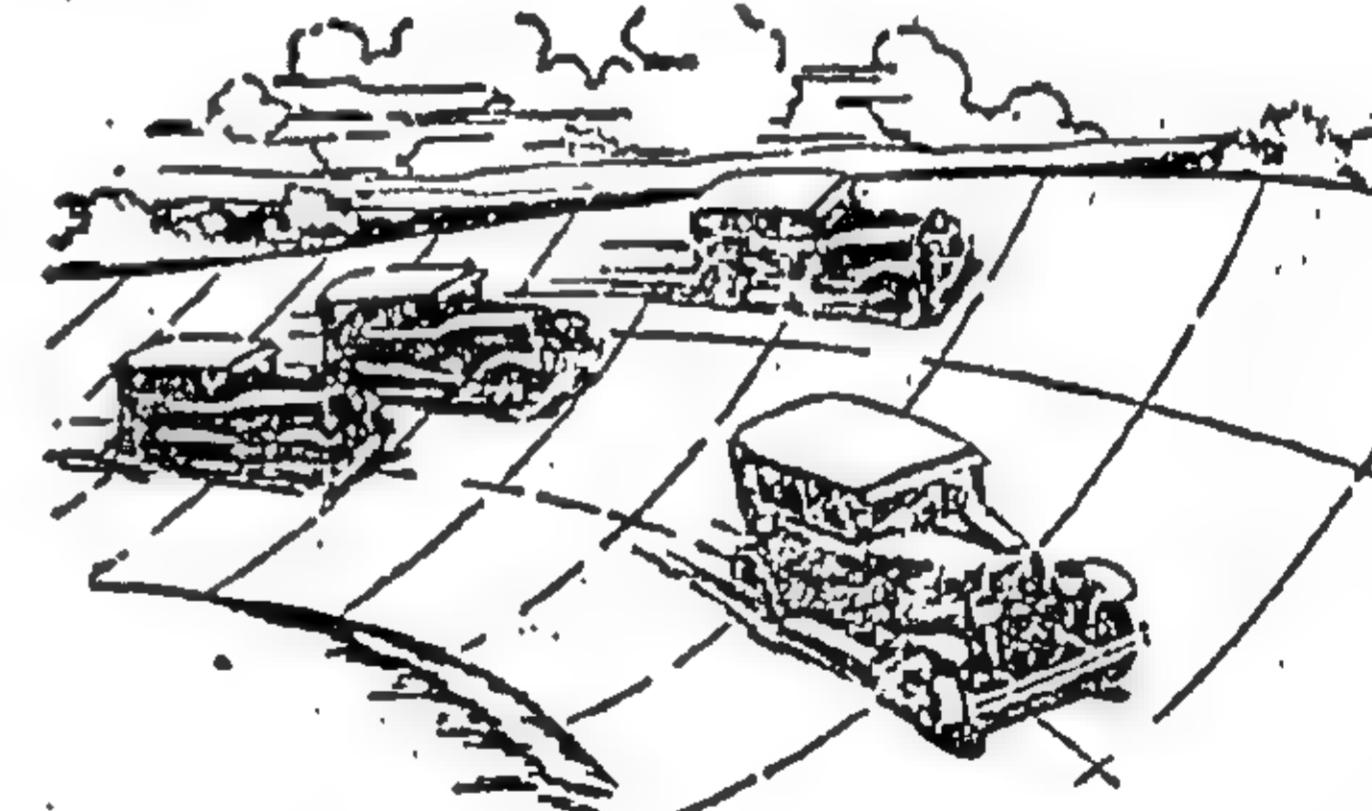
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MOTOR FREIGHT VEHICLES

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LIMIT AT THE  
PROVING GROUND



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Every phase of a car's performance is tested to the limit of its ability.

The new Oldsmobile went through 1,177,000 miles of testing at the Proving Ground before it was ever offered to the public—tests far more severe than any owner could ever give.

And thousands of Oldsmobile buyers throughout America have added further proof in the form of millions of miles of actual driving.

But don't accept even this proof as final. Come drive the Fine Car of Low Price yourself and make your own comparisons.

Roadster...	... ... ...	M\$2,500.00
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Sedan (2-door)	... ... ...	M\$2,600.00
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MONET-GOYON CHAMPION OF FRANCE (Tourist)

1928

FRENCH CUP

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1st HOMMARE on M.G.

CHAMPIONSHIP OF FRANCE

Won four years in succession,  
1924, 1925, 1926 and 1927

on M.G. Machines.

The Latest 1928 Models are due

per

S.S. City of Mobile

and

S.S. City of Perth.

For Particulars: The French Motor Cycle Co.

46, NATHAN ROAD, KOWLOON.

## CHANGED CONSTRUCTION.

## Nash Four-wheel Brakes.

Construction of the braking system of the Standard Six of the new Nash "400" series is interesting.

The entire front wheel brakes are of new design—the brake operating the lever pin has been moved from steering knuckle to axle beam and now connects to brake operating cam by link to give greater leverage and quietness. The edge of the front brake drum has been flanged to give greater stiffness. For the owner's convenience, the front

## FOR SIMPLER LAWS.

The California Motor Vehicle Conference is considering more than two score proposed amendments to the state vehicle act, in an effort to simplify and modernize the state's traffic code.

brake support plate is provided with a small inspection hole covered with a plate, to allow for brake-shoe inspection.

This front brake support plate is equipped with an oil shadower that prevents oil escaping into the front brake lining. The rear wheel brake drum and brake shoe plate are new. Two steady brackets have been added to guide the rear brake band and a new rocker shaft steady bearing added with a longer arm.

## THOUGHT IT SAFEST.

## Model Driver Departed.

Another idol has exhibited feet of clay.

After winning his city's medal as its "safest driver," Henry Bordette, of Massachusetts (U.S.A.), has been fined fifty dollars for leaving the scene of an accident in which he was involved.

## SPARKLESS AUTOS.

The first automobile—it was a "one-lunger"—had no spark plug. Ignition was accomplished by a "hot tube" which had to be preheated by the driver, with the use of a blow torch.

## THE SPARK PLUG.

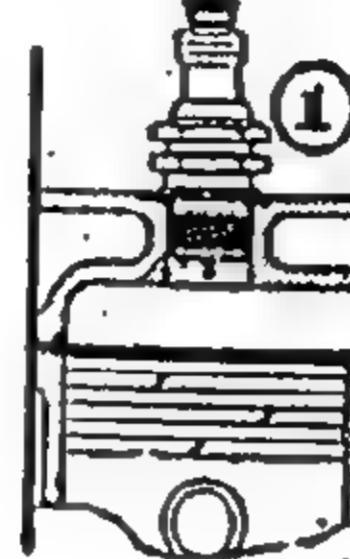
## A Most Neglected Part.

## USEFUL HINTS.

The spark plug has been one of the most neglected parts of the motor, despite its relatively high importance. Now, with the coming of high compression engines, and the existence of so many different types, this little ignition unit is even more important.

It has to be of the right sort for the particular motor you are operating, or you won't get the efficiency you should be deriving from your car. Merely ordering a spark plug from a dealer isn't enough. Not only should the make of automobile be mentioned, but the particular model, or you will fail to get the most out of your motor.

Here, Figure 1, for example is a spark plug that is much too short. With the ignition points set so far back in the cylinder head, some of

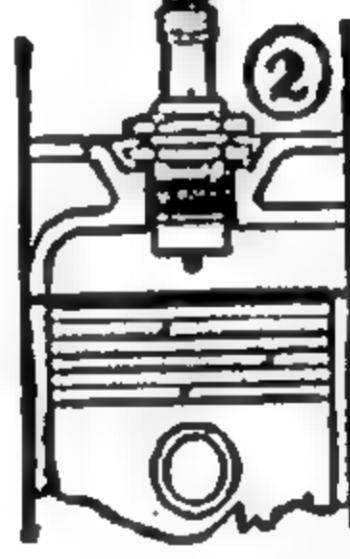


the unburned gases will stay behind in this little pocket during the exhaust stroke, with the result that the plug will become fouled and ineffective. The motor becomes sluggish and inefficient.

The gases that remain behind due to the increased space in the combustion chamber, from a short spark plug, will also prevent proper firing of the fresh incoming charge. Thus when the next spark occurs, there will be delayed burning, causing over-heating of the motor, as would result from the use of a retarded spark.

This causes not only loss of power and fuel, but a sluggish motor, difficult to start and slow in accelerating. At times, too, the motor will miss at high speeds.

Here, on the other hand, Figure 2, is a plug that is too long. Extending so far into the combustion chamber, the plug is exposed to the



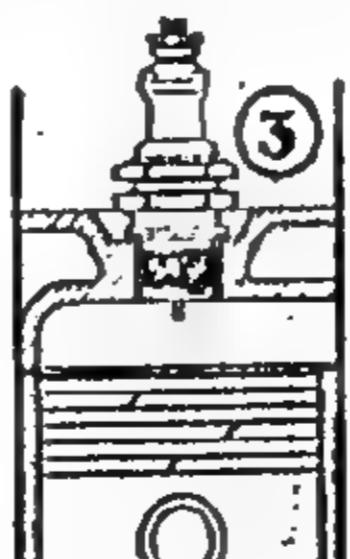
full heat of the explosion. This explosive temperature causes the electrodes to become red hot, resulting in pre-ignition and all its familiar difficulties—knocking, loss of power, missing and back-firing.

Compression ratios of engines differ more to-day than they used to. Besides, the rate of cooling of an engine and its speed vary with the make or model and have much to do with the choice of the proper kind of spark plug.

Greater heat is generated in the motor to-day, what with the development of higher compression ratios and higher speeds for the engine. Spark plug manufacturers have therefore had to design a plug that could withstand this increased heat and continue to operate well.

But to perform efficiently the electrodes must not become too hot.

The right kind of a spark plug for your motor, as shown here, Figure 3, fits so that the bottom of the plug is flush with the inside

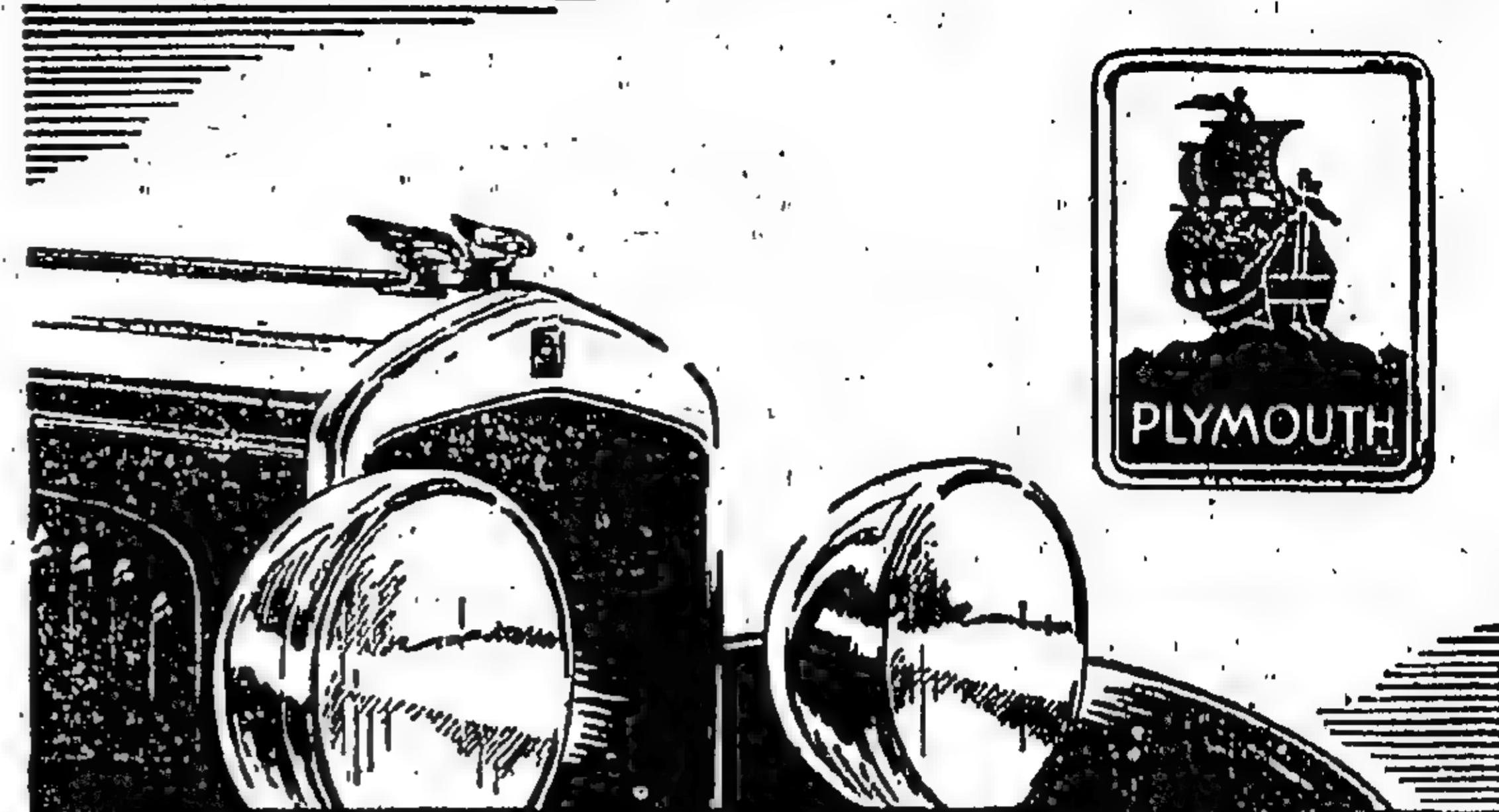


wall of the cylinder head, and the spark gap extends a little beyond into the combustion chamber. The gap should not extend more than three-sixteenths of an inch from the bottom of the plug.

That it is essential to get the right spark plug for every motor, is shown by the fact that spark plug manufacturers make many different types of plugs for varying car models. One maker, for instance, makes 18 different types of spark plugs for pleasure cars alone.

The number of types for racing cars is even greater, this company having developed some 20 models for these very high compression jobs.

## NEW CHRYSLER PLYMOUTH



## A New Car..A New Car Style..A New Zenith of Low Priced Car Luxury and Performance

New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointment detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

Put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—not that can equal it in beauty and style.

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## TOYS USED FOR STUDY OF SKIDDING.

How U. S. Engineers Learn Reasons for Road Slips.

[Special to the Hongkong Telegraph.]



Washington, Sept. 26.—Several grown-up, serious-minded engineers in the U.S. Bureau of Standards here are playing with a number of toy trucks and automobiles, running them down a toy hill and along toy streets.

And Uncle Sam pays them for the fun!

But it's more than fun. It's a laboratory investigation into the mysteries of skidding.

Here is one extensive cause for many accidents on our highways that engineers so far have been unable to fathom. The scientists of the Bureau of Standards have therefore decided to unravel this mystery by the simple expedient of operating skidding automobiles under laboratory control.

The safest way to do this was to use toy automobiles and place them on an inclined plane resembling hill conditions. The truck, for instance, has brakes controlled by tiny electro-magnets at each wheel. These can be set at any required brake pressure and the truck started down the "hill."

## Traced on Paper.

The toy "hill" can be raised or lowered to stimulate various grades. Over the surface of this "hill" is a large sheet of paper over which ordinary tracing paper is placed. As the truck rolls down the hill and goes into a skid, the movements of all four wheels is traced on the paper. Knowing the brake pressures on the wheels, the engineers can study the forms of skids from the tracings on the paper.

Not content, however, with this laboratory "game," the engineers have taken their own automobiles out on the highway and attempted in practice what they had already seen done on a smaller scale. The road, of course, is kept clear and the driver is an expert, whenever these practical tests are made.

The number of types for racing cars is even greater, this company having developed some 20 models for these very high compression jobs.

The first thing learned is that skidding results when the front wheels of an automobile are turned suddenly, even on a wet pavement, if from 60 to 70 per cent. of the braking power is applied to the front wheels, and the rest to the rear wheels. This is contrary to present practice. It would not permit easy control of the steering wheel; with the front wheels under such great braking pressure.

But the scientists say that steering can be regained almost immediately, if the car is to be stopped in an emergency, by momentarily releasing the brake, steering the car and then almost immediately applying the brakes again. If most of the braking pressure is in front, also, care must be maintained at all times and sudden stops avoided. A sudden stop, under such conditions, would throw the occupants of a car forward with a dangerous jolt.

Most Braking in Front.

In the case of four-wheel brakes, it is found that skidding

## 5-SEATER. 7-SEATER. SEDAN.

## HUPMOBILE

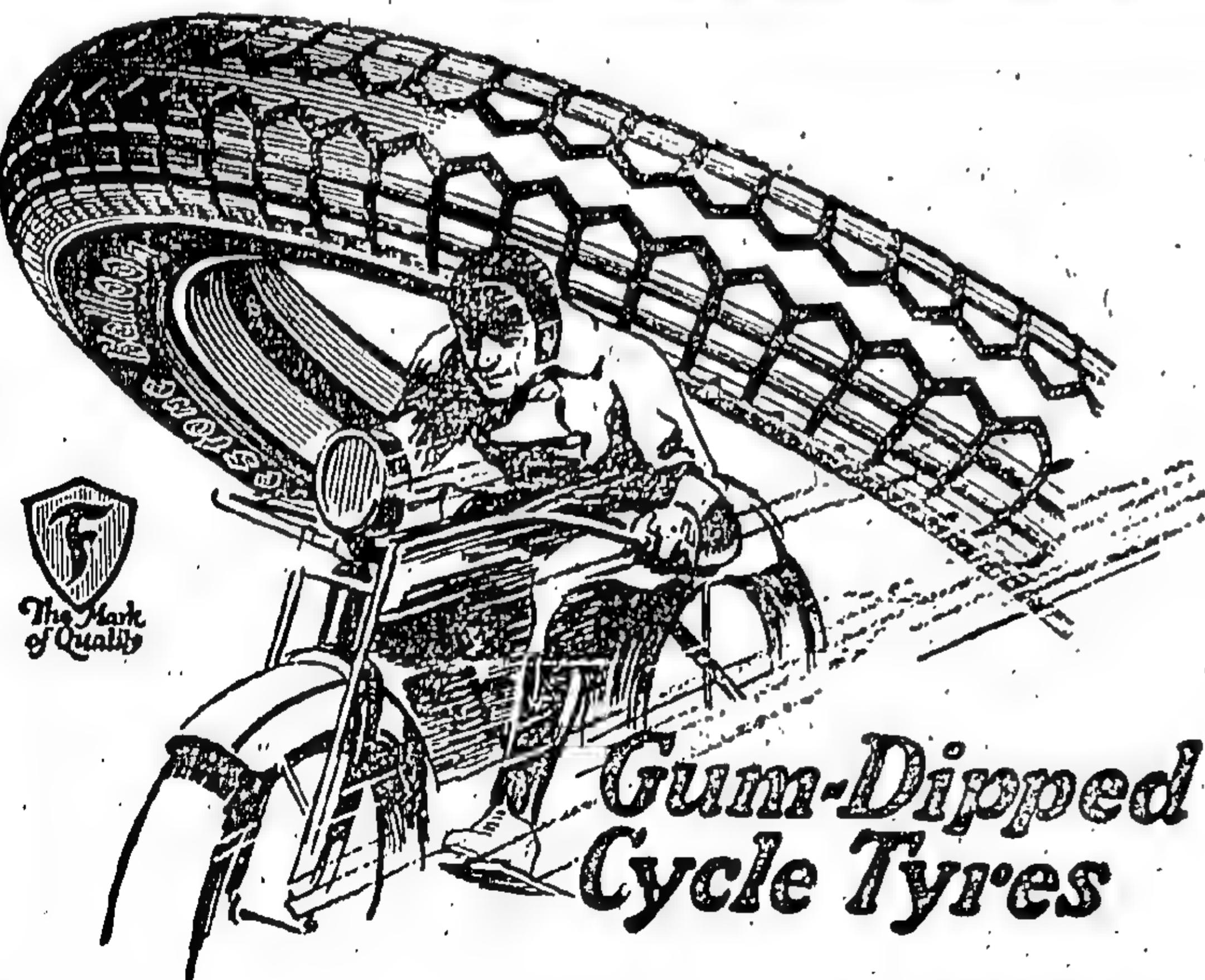
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A cycle tire that will give you confidence in any kind of "going." The tread is scientifically designed to hold fast when turning, twisting and maneuvering in traffic. Under this safety tread is a carcass built of cords dipped in rubber solution, providing extra stamina, strength and long wear, and protecting the cords from fatigue. Economize with Gum-Dipped Cycle Tyres. Call upon us when.

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PISTOL PARTS  
SECRETED.CHINESE FROM AMERICA  
FINED.

Before Major C. Wilson, at the Central Police Court this morning, a Chinese returning from the United States was charged with the possession of two Luger pistol magazines and a striker, without a permit from the Captain Superintendent of Police.

Accused was a passenger from New York, having arrived here on the 16th instant en route to Kowloon. He was arrested on the Ping On Wharf, the pistol parts being found concealed in a clever manner amongst his luggage.

Asked to plead, he told the Court that his father in the country owned a pistol which was without the essential parts which he was now taking back to him.

The police stated, however, that the pistol parts were secreted in a manner suggesting guilty knowledge. The magazines were stowed away in a sack containing a farming tool, while the striker was found in the interior of an electric torch from which the battery had been removed to permit the necessary room.

His Worship said he could not entertain the plea of ignorance of the local regulations in view of the facts presented by the police.

Defendant was fined \$100, and went away grumbling and muttering something to the effect that he had been harshly penalised for a trivial offence.

DOUBLE TAXATION  
PROBLEM.HOW CONVENTION AFFECTS  
AERIAL CONCERN.

London, Oct. 26.

At the League of Nations buildings in Geneva, Government experts have resumed the discussion on double taxation and fiscal evasion.

A suggestion was before them that shipping companies should be taxed only in the countries in which their real centres of management are situated.

Sir Samuel Instone, director of the Imperial Airways, London, who is taking part in the meeting as a representative of the International Chamber of Commerce, stated that air transport companies wished the same principle to be applied to themselves.

The chairman explained the text of the Draft Convention did not confine the application of this principle to maritime shipping companies. It could be extended to cover lake or river shipping, or aerial transport.—*British Wireless*.

MOTOR "TOOTING"  
NUISANCE.

(Continued from Page 1.)

Kinloch.

17. Austin Road, opposite Kowloon Bowling Green Club, south side.

18. Middle Road, south side.

19. Peking Road, south side, between Hunkow Road and Ashley Road.

20. Cornwall Avenue.

21. Cox's Road.

22. Jordan Road, west side.

23. Salisbury Road near Star Ferry from the junction of Canton Road to the entrance of the premises of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

Stands for Private Motor Vehicles.

The stands for private motor vehicles are as follows:

Island of Hongkong.

1. Pedder Street, centre of roadway ..... 50 cars.

2. Junction Bonham Road and Park Road ..... 6 "

3. Junction Caine Road and Hospital Road ..... 6 "

4. Junction Caine Road and Caine Lane ..... 6 "

5. Junction Caine Road and Elgin Street ..... 6 "

6. Glencaly, Junction Upper Albert Road and Caine Road ..... 6 "

7. Tram Station, Garden Road ..... 6 "

8. Junction Robinson Road and Castro Road ..... 4 "

9. Junction Ventris Road and Wong Nai Chung Chung Road ..... 10 "

10. Golf Club ..... 10 "

Hill District.

11. Opposite Park Hotel ... 10 cars.

12. Magazine Gap ..... 4 "

13. Jardine's Corner ..... 6 "

Kowloon.

1. Junction Nathan Road and Halford Road.

2. Junction Nathan Road and Jordan Road.

3. Waterloo Road.

4. Peace Avenue, Ho Mun Tin.

5. Kowloon Cricket Club.

6. Junction Observatory Road and Chatham Road.

## CORRESPONDENCE.

## WATER RESTRICTIONS.

[To The Editor of Hongkong Telegraph.]

TRAIN WRECK  
ATTEMPT.MYSTERY OF STONES ON  
THE RAILS.

## A WEEK'S SECRECY.

Lingfield (Surrey), Oct. 5. A mysterious attempt to wreck a train in the early hours of the morning between Lingfield and Dormans has been disclosed.

Although the attempt took place in the early hours of September 28, the news was kept secret for nearly a week by order of the railway authorities. The police, had hoped that the criminals, annoyed at the failure of their first attempt, might have made further one and have been caught red-handed at their misdeeds.

Both Lingfield and Dormans Stations are some way from the main road. The permanent way, after the little station of Lingfield, runs over a bridge, and thence through deserted and wooded country to Dormans. The small village of Dormans Land is some three-quarters of a mile higher up on the hill. The population is under 2,000.

It was near the bridge between the two villages that the platenayers, walking along the line, noticed a number of large stones placed on both tracks. They estimate that there were nearly 50 stones of sufficient size to wreck an approaching train. The last train to pass over the line was the 11.50 p.m. from East Grinstead. Rain had fallen at about 3 a.m., but, although the shower had ceased when the platenayers passed the spot, the track was still wet.

## Train Due.

When they saw the obstruction the workmen realised that the first morning train was due to pass at any moment. They worked at feverish speed to clear the line in time, and while doing so noticed that the ground and the rails under the stones were dry. That narrows down the time of the train-wrecking attempt to between midnight and 3 a.m.

Officials of the Southern Railway were of the opinion that mischievous boys might have placed the stones on the track, but it seems unlikely, in view of the hour of the attempt—the size and number of the stones would have required quite a gang—that a number of mischievous boys should be looking for innocent amusement along a deserted railway line at about 2 a.m. The Company, in spite of this deduction, reiterated its theory last night, adding that the boys might have been "taking a short cut." This, however, seems improbable. There is a steep embankment at the point where the stones were laid, and approach to the track is by no means easy.

## The Secret Out.

Now that the secret is out, however, the whole countryside is excited about the mystery, and local folk are busily discussing the problem of the identity of the miscreants.

A railway official at Dormans said: "We are all puzzled about the affair. When I came to work last Friday morning one of the platenayers told me how he and his mates had worked to free the line from the stones. There were heaps of stones," he stated, "and we spent a quarter of an hour pushing them away one by one. They were large stones and not easy to move!"

There was no danger whatever to trains, the statements added.

ENGLAND'S MUSICAL  
PLIGHT."NO ORCHESTRA IN FRONT  
RANK."

Leeds, Oct. 1. "England, from the musical point of view, is not only immeasurably below the standard of other nations, but it is also the only country in the civilised world which has fallen back from the level of twenty-five years ago."

In these words, Sir Thomas Beecham, speaking at the Leeds Luncheon Club to-day, once more attacked the musical standards of this country. Twenty years ago, he said, English orchestras took rank with the best on the Continent. "Now, there is not in the whole country—with all respect to the one which is engaged at the Leeds Festival—one which is in the front rank according to the estimate of most continental countries."

"You have in this country," Sir Thomas said, "that superannuated, obsolete, beastly, disgusting, noisy, horrid method of making music in sheer abundance known as the brass band. (Laughter). Of this grinding, disgruntling music there is plenty."

"Think of the gramophone. Look at the profits of the gramophone companies. Oh, I don't mind the profits. I have got shares in them all. (Loud laughter.)

"I make records, but I have never heard one yet I considered to be music."

Germany, he added, had 135 opera houses and 210 permanent orchestras. Italy—poor old Italy under the yoke of Mussolini—had 70 opera houses, while as for France, there were five in Paris alone. London, with 8,000,000 of people, had not a permanent institution for opera."

## Our Great Singers—Abroad.

The level of English singing was Sir Thomas said, not what it was 25 years ago.

"The idol of Austrian opinion is an Englishman. You have never heard him in Leeds, and I venture to say from my experience that you never will." (Laughter.)

As for composition, the most precious mind in music that this country had produced for the last 50 years, and the greatest composer to-day, was an Englishman. "For the first time in the history of the Leeds Festival," said Sir Thomas, "you are doing one of his masterpieces, but the bulk of his work is quite unknown in this country. This man is Frederick Delius."

[Delius was born at Bradford, Yorkshire, and his works include the incidental music to "Hassan,"]

The Earl of Gosford was married in New York recently to Mrs. Beatrice Cladlin Breeze, of New York.

The distance between Lingfield and Dormans is just under two miles.

## Official Statement.

According to an official statement issued by the Southern Railway last night, some platenayers reported on Friday, September 28, that they had discovered a number of small stones taken from the track ballast. It was thought that the stones had been placed on the rails by mischievous boys trespassing on the line while returning from a local fair.

There was no danger whatever to

trains, the statements added.

## The Very Idea!

During his voyage from Quebec in the Pacific liner Empress of France, Admiral Sir Dudley De Chair, Governor of New South Wales, discovered that she was his flagship during the time he was in command of the Tenth Cruiser Squadron in the northern blockade. At that time her name was Alsatian.

A tablet on board the vessel records that Alsatian was the flagship of the patrol between the Shetlands and Iceland, and intercepted 16,000 ships, escorted convoys numbering from fourteen to twenty-two ships to and from America, and was armed with eight six-inch guns and two twelve-pounder anti-aircraft guns. She steamed, while in war service, 266,740 knots.

It was the evening of an interesting family event, and the master was hoping it would be a boy. When the doctor entered the room the master seized him by the arm and demanded "Is it a boy or a girl?"

The doctor who stammered replied "Tr-tr-tr—Triplets!"

"Qu-qu-qu—"stammered the doctor.

"Quadruplets!"

"N-n-no. Tr-tr-try to take it qu-qu-quietly. It's a girl."

"I want a good book—something uplifting."

"What about 'The Last Days of Pompeii,' madam?"

"What did he do?"

"An eruption, madam."

Mr. Nicholas Hill and Miss Marjorie Dave, leading man and woman in the same touring company, were wedded at Marylebone registry office, London, recently. Miss Dave defied superstition by wearing a green frock and cloak.

A typical sample of American poetry:

"Fire is red,  
And sunsets, too;  
Lipsticks knock  
Them both cuckoo."

Some examination "howlers:"

Letters in sloping print are hysterical.

Etiquette is the noise you make when you sneeze.

One of the chief uses of water is to save people from drowning.

A circle is a rounded figure made up of a crooked straight line, bent so as the ends meet.

The larynx is the voice box, and shuts when you swallow it.

A compass tells a man where he ought to go—it always points to the sun.

Latitude tells you how hot you are, and longitude tells you how cold you are.

An Aberdonian entered a butcher's shop and asked for—"A sheep's head, please, and cut it as near the tail as possible."

King Zogu I. of Albania at least restores to the royal dignity a letter which had recently little of that limelight. Most of the crowned Z's seem to be in the more distant recesses of history—Zedekiah, of Judah; Zenobia, of Palmyra; Zamzammum-Ziddin, of Babylon (we can hardly count Zeus). Has anyone of the letter sent on a European throne since Ziemomislaus, who stands in the history of Poland as early tenth century?

ENGLISH GIRL  
STABBED.MURDER CHARGE: BLACKS  
TRACK A SUSPECT.

Melbourne, Sept. 30. William Watson Carr has been arrested for the alleged murder of Margaret Williams, aged 26, at Montlhag.

Williams, a good-looking English girl, arrived in Australia 18 months ago and was employed as a domestic servant. Carr arrived in Melbourne ten weeks ago, having worked his passage as a steward in the steamer *Berrima*.

Carr and Williams are said to have quarrelled at the house of the girl's sister-in-law, who was answering a knock at the front door when Carr is alleged to have stabbed Margaret in the back of the neck.

Carr disappeared, and was arrested day after black trackers had been employed in the search for him. He informed the police that after the tragedy he twice swam out to sea, but the waves washed him back.

A London man, Mr. H. Waldo Warner, has been announced as one of the winners of prizes amounting to 10,000 dollars (\$2,500) offered more than a year ago by the Musical Fund Society of Philadelphia for Chamber music compositions.

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## ANNOUNCING

## THE SECOND ANNUAL

## GARDEN FETE

(in aid of St. Peter's Church and Club Funds)</



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### TO-DAY'S CRICKET.

#### HONGKONG C.C. TO MEET INDIAN R.C.

The following will represent the Hongkong C.C. in a first division League match against the Indian R.C. on the Hongkong C.C. ground, commencing at 2 p.m.—H.R.B. Hancock (Captain), A. W. Hayward, Rev. E. K. Quick, H. Owen Hughes, A. C. I. Bowker, C. D. Wales, H. V. Parker, J. Bonnar, O. Moor, E. J. R. Mitchell and E. R. West.

H.K.C.C. 2nd XI v Club de Recreio.

Hongkong C.C. second eleven will be represented by the following in their match against the Club de Recreio at King's Park at 2 p.m. to-day.—A. H. Gillingham (Captain), G. P. Lamont, V. W. L. Stanion, G. R. Vallack, A. Reid, W. B. Cornaby, W. K. Tait, L. A. Reid, Duncan, A. B. Raynord, H. R. Remington and J. E. Hancock.

Wayfong v Navy.

Wayfong cricketers are getting into trim early this season for their coming "Hong" matches with Ewo and Taikoo and on Sunday they are playing an all-day match at King's Park against Navy XI captained by Pay. Lt. Waters. In this they will be represented by—W. J. Clerk, R. A. Green, J. Hall, I. H. C. Higgin, B. P. Mussey, H. V. Parker (Captain), J. H. Raikes, M. D. Scott, E. P. Streatchfield, F. H. Swayne, J. Wilke.

### THE HOCKEY CLUB.

#### TEAMS FOR THREE MATCHES NEXT WEEK.

The First eleven of the Hongkong Hockey Club to meet the H.K.S.R.A. on the Marina Ground at 5 p.m. on Wednesday will be—A. C. Howell, G.E.C. Marion, D. Lyon, A.A. Dunn (Captain), E. J. R. Mitchell, J. E. Noromha, H. Owen Hughes, W. Woodward, G. E. R. Divell, C. C. Francis and G. R. Vallack.

The following have been chosen to represent the second team of the Hockey Club in a match with the second eleven of the H.K.S.R.A. on the Marina Ground at 5 p.m. on Monday.—K. M. Tait, R. H. Todd, L. F. Nicholson (Captain), L. A. R. Duncan, Mr. J. P. Greig, Rev. N. Evans, J. H. Plummer, J. W. Shawan, R. K. Valentine, W. A. Nowers and R. D. Benumont.

The "A" team of the Hockey Club will play the K.O.S.B. Sergeant at King's Park, bully off at 5 p.m.—D. Harvey, E. R. Robinson, A. G. Jeffries, T. Seddon, F. Allen, E. O. Murphy, F. Munn, A. J. Ashby, F. R. Ashton, R. Murray, T. Price.

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	Kwaisang	Sun. 28th Oct at 8 p.m.
	Choongshing	Satur. 27th Oct at noon.
	Chiphsing	Tues. 6th Nov at noon.

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### TO CAMP OR NOT.

#### SOME PORTENTOUS SIGNS OF A HARD WINTER.

(By Robt. Macwhirter, K.R.G.C.)

I don't know whether it's because I'm getting old or what, but everybody nowadays seems to be worrying about something or other.

Folks are just chokeful o' alarms and from what I read it would seem that most o' us live in a perfect fool's paradise. It doesn't matter what paper or book you lift, there's aye plenty o' folk and to spare crossing mental bridges before they come to them. If it's no' future peace in the Pacific, it's the rising tide o' Mormonism. Or again some bright lad discovers that in fifty years time folk will lose the use o' their legs or at worst the world's petrol supply will peter out.

Then again it's the iniquity of the flapper vote or what's likely to happen to the Bricklayers Union if Chancellors o' the Exchequer take to mixing mortar w/ their summer holidays.

As I said to Janet just the other night, it's either the exhaustion o' natural resources, earthquakes, glacial movements, over-population, duchless glands, prohibition, spiritualism or ergo. As Sandy Brown's mother said the first time she saw his photo taken in kilts; it's a terrible business all together and hard to think!

#### Happy Delusion.

Mind yo, there's lot to be said in favour o' them Chinese newspapers. To the average foreigner they're no' nearly so upsetting. Even w/ some o' the Chinese themselves they're no' wearing, for w/ language like you and the price o' rice what it is, it's a toss-up whether your cook-boy thinks he's reading the Three Principles or the latest scandal at West Point. Ay, a language like that has its compensations. If you know what I mean, it's no' nearly so disturbing.

But Janet, she doesn't bother much about what's likely to happen to her great-grand-bairns. They'll just have to fend for themselves, is her idea. Of course, it's hard for some women to look into the future except it's a case o' booking bridge engagements, and worrying whether it'll mean new fur collar this year.

Ay, we've got about a hundred-weight o' second-hand moth balls in our house right now, but still they dinna seem to do much good. It means new things every back-end just the same—excepting, of course, that a darn or two o' the old man's second-best pair o' trousers is neither here nor there. Ay, it's a fair fucht, besides being the sign o' hard winter.

#### All for Peace.

But Janet, she's hard to put off once she gets a notion into her head.

"Man," says she, "dinna blather and let a body have a chance to get a word in edgeways. Instead o' moaning about other folks, what about yourself?"

"Ay, lass, what now?"

Then she started all over again for about the twentieth time about me going to camp. I'd been trying to hold her off for days but I may just as well have spoken to the Kowkingtang.

"Ay," says she, "when it comes to this time o' year, I aye notice ye get terrible patriotic. If it's no'

### TRAFFIC JAM.

#### TRAM-DRIVER FINED FOR TRAFFIC BREACH.

A traffic jam caused by the tardy response of a tram motor-man to the pointsman's signal in the junction of Des Voeux Road and Ice House Street, on Wednesday last, shortly after the 11th hour, led to a case before Major C. Wilson at the Central Police Court yesterday afternoon.

The motor-man was summoned for disobeying the signal and a plea of "not guilty" was returned by Mr. R. A. Wadeon for the defence.

P.C. Liu Shau-cheng, the pointsman on duty at the junction, said that on the approach of a string of four cars from the direction of the City Hall, he gave the first of them—a four-seater Austin driven by Mr. C. P. Marcel—the signal to turn into Ice House Street in the direction of the Star Ferry. At the same time he held his hand against the tram which, coming up from the West, had come to a stop at the point opposite the King Edward Hotel. All unheeding, the motor-man restarted his tram and crossed the entrance of Ice House Street. Witness explained that he had to stop the leading motor-car to prevent a possible collision with the tram.

Mr. C. P. Marcel said he was given the signal to swing round into Ice House Street, but found the tram in his way. He did see the direction given to the motor-man by the pointsman, who had his hand definitely raised against the tram.

Sergeant Baker, who brought up the rear of the string of West-bound traffic on his patrol cycle, said he was forced to pull up dead behind Mr. Marcel's car, when the latter could not proceed faster because of the obstruction caused by the defendant.

In his defence, the defendant stated that the signal was given against him only after he had restarted the car and had moved for some distance across the junction. He then pulled up in within 12 or 14 feet.

His Worship found the offence proved, and imposed a fine of \$10.

Halloween, it's the Ball, and now ay you say you've promised a man to go to camp on the 18th. A likely thing to be sure! Sat you up w/ a kill oot at Fanning and wearing the boots off your feet. You'll just wait and tell him that you canna' go stravagin' the New Territories that weekend onwyne. You know you're invited to help me at the M.C.L. affair on the 17th. Ay, that's enough to worry me without you makin' it worse gettin' shot w/ them nasty machine guns!"

"But I got a long o' a camp-bed this year," says I.

"A well you'll be better sleeping in your ain house this year. Beaside, if I have my way, you'll sleep without rockin' the night you get home frae Lee Gardens."

"A' richt, a' richt, hand you weest wunner."

As I was sayin', material well-being isn't the ultimate object of life. Spiritual well-being is also demanded by civilised men and women. Quite so.

All the same, I think you'll agree w/ me that the establishment o' spiritual peace isn't so simple a thing as it looks.

### CONSIGNEES' NOTICE.

#### THE PENINSULA & ORIENTAL STEAM NAVIGATION CO.

Steamer for STRAITS, COLOMBO & BOMBAY. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. The Steamship,

"MIRZAPORE"

Carrying His Majesty's Mails, will be despatched from this Port on or about Wednesday, 31st October 1928, at daylight taking cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to—

MACKINNON, MACKENZIE & CO.

Agents.

Hongkong, 27th October, 1928.

### AMERICAN & ORIENTAL LINE.

#### From U.S.A.

The Motor Vessel,

"CEDARBANK"

having arrived, Consignees of cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after 1st November, 1928, will be subject to re-charge.

All claims against the vessel must be presented to the undersigned on or before 8th November, 1928, or they will not be recognized.

All broken, clamped and damaged goods are to be left in the Godown where they will be examined on Thursday, 1st November, 1928, at 10 a.m.

No fire insurance has been effected.

Bills of lading will be countersigned by—

THE BANK LINE LIMITED,

General Agents.

### SERVICES CONTRACTUELLES DES MESSAGERIES MARITIMES.

The Steamship,

"PAUL LECAT"

Arrived Hongkong on 23rd October, 1928, from MARSEILLES, &c., Consignee of cargo by the above named steamer are hereby informed that their goods with the exception of opium, treasure and valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday the 1st November, 1928, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the company's surveyor messrs. Goddard & Douglas at 10.00 a.m. on Monday the 29th October, 1928.

No claims will be admitted after the goods have left the Godown.

No fire insurance will be effected by us in any case whatever.

L. LESDOS,

Agent.

Hongkong, 23rd October, 1928.

## P. & O. BRITISH-INDIA, APOLLO AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND) Taking Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, &c.

### PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
KHIVA	9,135	27 Oct. noon	Marseilles, L'don & Hull
MIRZAPORE	6,715	31 Oct. D'light	Strait & Bombay
MAGEDONIA	11,120	10th Nov.	Bombay, M'les & L'don
KIDDERPORE	5,334	13th Nov.	Straits, B'bay & Karachi
			Calls Casablanca.

Frequent connections from Port Said for Passengers & cargo to Constantinople, Smyrna and other Levant Ports by steamers of the Khedivial Mail S. S. Co.

### BRITISH INDIA-APOLLO SAILINGS

TALMA	10,000	27 Oct. 2.30 p.m.	S'pore, Penang & Calcutta
TAELIWA	7,936	3rd Nov.	S'pore, Penang & Calcutta
CANARA	6,012	15th Nov.	S'pore, Penang & Calcutta

Cargo only.

B. I. Apollo Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

### EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	4th Nov.	Manila, Sandakan, Thure,
TANDA	6,656	30th Nov.	Island, Townsville, E'pane
ST. ALBANS	4,500	28th Dec.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kalamata, Taiwan, Timor, Darwin, or other ports on route as indicated.

Frequent connections from Australia with the following:

The Union S. S. Co.'s steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

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The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI & JAPAN

KASHMIR	8,955	2nd Nov.	S'hai, Moji, Kobe & Yoko
TILAWA	10,000</td		

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HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL  
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AND

**SHANGHAI**

ASTOR HOUSE HOTEL; PALACE HOTEL;  
MAJESTIC HOTEL  
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Most Modern and Central Hotel in the Colony, all Bed Rooms  
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Water, also Telephone.

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(\$25 for thirty Tiffin Tickets can be had at the Office of the  
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Tel. Add: "Victoria." J. H. WITCHELL,  
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of a Home.  
Bar and three Billiard Tables; two in New Billiard Saloon.  
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**Courtesy, Comfort, Service  
and Luxuries of Modern Hotel  
Construction**

**THE HOTEL RIVIERA,  
MACAU.**

Cable Address:—"RIVIERA, MACAU."

**DIET PRESIDENT'S  
WHISTLE.**

**GUARANTEED TO DROWN ALL  
INTERRUPTION.**

Berlin, Oct. 2.

A novel use for loud speakers has been found in the Prussian Diet, which opened its autumn session to-day. The Communist habit of raising hullabaloo in their meetings has become so invertebrate that deter-

mized attempt has been made to render it innocuous.

In front of the President's and Premier's chairs and on the tribune have been erected microphones, which will enable speakers to be heard above all competing noise.

The President's microphone is also furnished with a whistling apparatus, which will place at his disposal a volume of official noise sufficient to ruin the loudest of Communist meetings.

It has yet to be discovered whether this particular remedy is not worse than the disease.

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Hongkong.

**CENTRAL COUNCIL  
POWERS.**

**NANKING KUOMINTANG WANT  
AN EXTENSION.**

**U.S. AND EXTRALITY.**

Shanghai, Oct. 26.  
There appears good ground for the belief that the Central Kuomintang in Nanking is determined to expand the authority of the Central Political Council. At a meeting of the Central Kuomintang yesterday it was decided to extend the jurisdiction and powers of the Council.

The first meeting of the Nanking Administrative Yuan, or Executive Council, took place yesterday, those attending including Messrs. Tai Yen-kai (Chairman), Sun Fo, Wang Pei-chun, Yi Pei-chi, H. H. Kung, T. V. Soong, Hsueh Tschu-pi, Ching Mon-lin and Marshal Feng Yu-hsiang.

The meeting was of an informal character, but the jurisdiction and functions of the various departments of the Yuan and the appointments of assistants for the various departments were discussed at some length. Various names were mentioned and these will be submitted to the State Council for sanction and approval.

**U.S. and Extrality.**

Shanghai, Oct. 26.  
It is understood in Nanking that the United States Government's reply to the Nationalist Government's demand for the abrogation of extra-territoriality will be formally announced by the Chinese Government on November 1st.

**Join Kuomintang.**

Shanghai, Oct. 26.  
It is reported from Peking that all officers and men the Peking Garrison Troop Headquarters formally became members of the Kuomintang Party yesterday.

**Jehol Settlement.**

Shanghai, Oct. 26.  
General Chang Hsueh-liang, leader of the Manchurian Government, has dispatched a telegram to the Nationalist Government suggesting that Jehol be a special province, to be controlled by a provincial Government Council, the members of which should be appointed by the Nationalist Government.

General Chang suggests that the present Jehol ruler, General Tang Yu-lin, be given a new post.

The cable concludes by requesting the Government to order the evacuation of all Nationalist forces approaching Jehol.

**HOPE AND CRISIS  
MINGLE.**

(Continued from Page 1.)

be without responsible heads, and that two departments in the government will be in the hands of two acting ministers. This report, however, has been emphatically denied by General Feng Yu-hsiang and General Yen Hsai-shan, both of them having expressed their desire to stay in the Capital to help in the reconstruction work.

**The Future.**

The present five-yuan system is, of course, good only for the so-called political tutelage period. When the period is over, what sort of a government will China have? Will she stick to the five-yuan system, or will she adopt the parliamentary form of government? The leaders here frankly admit that they do not know, and the question is too remote just now to interest the general public.

**CO-EDUCATION IN  
CHINA.**

**AMERICAN OPPOSES  
PROPOSAL.**

**CITES OBJECTIONS TO  
THE SYSTEM.**

**EDUCATION SUFFERS.**

A spirited criticism of the proposal to introduce the co-educational system into Chinese schools is addressed to the Telegraph by Mr. Charles Hooper, of Coeur d'Alene, Idaho, U.S.A., who writes us as follows under date of September 26th:

An Associated Press dispatch from Shanghai states that Nanking's National Educational Conference opposes a demand of the Amalgamated Committee for the Upholding of Women's Rights for the introduction of the co-educational system into Chinese scholastic institutions.

I heartily sustain the opposition to co-education. The co-educational system is undoubtedly a wrong one. Here in America this system has been in vogue for some time; and while there are many colleges and scholastic institutions that admit only one sex, male or female, I suppose that the large majority of such institutions in my country, especially the public institutions, are co-educational.

Wrong System.  
My own observations of this system, and my reflections concerning it, convince me that it is a wrong system, and that many evils follow in its train. Young people under this system are thrown together at a time of life when they should be largely segregated from each other. It is well known, or ought to be well known, that in early life sexual passion outweighs the reasoning faculties, and exercises a preponderating influence over those wise and salutary judgments that should operate in the proper and beneficial relationships between the sexes.

Three great evils spring from co-education. First, actual immorality in cases where the rush and sweep of sexual passion, so much stronger in early youth than at other periods of life, break the dams of religion, morality, reason, and prudence, and cause the ruin and devastation of lives. When young people of opposite sexes are thrown constantly together, passion has abundant fuel to feed upon. This situation should not exist, for in youth habits of self-control have not yet been formed.

Another Objection.  
The second great evil of this system is a breaking down and transmission of sex characteristics. Through constant association the young men inevitably lose something of their manly strength and manly characteristics, and the young women something of their feminine gentleness, graces, and modesty. Youth is an imitative period of life, and it is natural for boys and girls, or for young men and young women, who are constantly together, to imitate each other's characteristics. Consciously or unconsciously they will imitate each other, and thus lose somewhat of their own proper sex characteristics.

Boys who are educated and trained with boys and who have male supervision are manlier than those boys who are constantly surrounded by females; and girls who are brought up with girls and who have female supervision have more modesty and feminine graces than those girls who are constantly surrounded by males.

**Distracts Attention.**

The third great evil of co-education is the injury it causes to education. It distracts the young people's attention from study. Boys and girls who study together in the same classrooms all day are more interested in each other than in their studies. Their thoughts are constantly going out to each other, to the detriment of their studies. I think that boys experience this distraction more than girls do; and this situation is bad, for the welfare of the race depends more upon educated men than upon educated women.

But how can boys concentrate their minds upon their books when they are in the midst of greater attractions that girls offer? Let us not consider this matter lightly or humorously. The future welfare of the race depends upon the proper training of the young. Away from girls and by themselves, boys study better. "Out of sight, out of mind."

Nature itself works against this system of co-education, for I have seen boys and girls who, although they sat and worked together in their classrooms, separated of

**LOST SPORTSMEN  
DEMENTED.**

**STALKING EACH OTHER  
WITH RIFLES.**

**NAKED IN THE DESERT.**

Cairo, Oct. 5.  
A story that fiction could barely outrival is revealed by the dramatic discovery of the missing sportsmen in the desert by an R.A.F. plane to-day.

The party consisted of Ibrahim Bey Fued, an official of the Egyptian Royal Household, Signor Gino Cristiani, an Italian, a dragoman or guide, and a chauffeur. They only took one day's water and food when they set out on Saturday.

The machine was searching about 15 miles south-west of Fayoum, and was flying very low when a man was observed clad in a shirt and signalling with handkerchief tied to a rifle.

The airmen landed and found the man demented.

The other two survivors were discovered in an adjacent cave, both naked, and when the airmen entered the cave the men were actually stalking one another with rifles.

All of them were in a pitiable condition. Saline injections were given to them on the spot, and they were removed on stretchers to the aeroplane and taken to the Helipolis Aerodrome, where their relatives were later fetched.

The survivors could not give any indication of their whereabouts. Their motor-car has so far not been discovered. The condition of the men is at present such that they can give no coherent account of their misadventures.

A curious fact is that the men were discovered in a cave on Gebel Gehenna, which means Hell's Hill.—Reuters.

**NOTED INDIAN'S  
DEATH.**

**MEMBER OF VICEROY'S  
COUNCIL.**

Calcutta, Oct. 26.  
The death is announced of the Hon. Satish Ranjan Das, the well-known Indian barrister and Law Member of the Viceroy's Council.—Reuters.

The deceased, who was born in 1872, was educated at the University College School, London, and the Manchester Grammar School. He was called to the Bar at the Middle Temple in 1894, in which year he became advocate of the Calcutta High Court. He was standing counsel for the Government of India in 1917 and Advocate-General for Bengal in 1922. Since 1926 he has been a member of the Governor-General's Executive Council.]

**KOWLOON RESIDENT  
ROBBED.**

**COOLIE SUSPECTED OF  
TAKING \$700.**

The honesty of a house-servant is questioned in a report which the police received from Mr. Taimon, of No. 3 Armond Buildings, Kowloon, in regard to the theft of a sum of \$700, from a locked drawer in his bedroom.

The money was found to be missing yesterday morning from a wardrobe in which Mr. Taimon kept his money and other valuables. A house-coolie who had access to the bedroom, was missing, after the robbery, and he is suspected of being the guilty party.

The Government is inviting tenders for the construction of an approach road to the War Memorial Hospital at Mount Kellett. The contract comprises the widening of the existing path on the East side of the Mount Kellett from Stubbs Road to "Luttrell" to 20 feet with all necessary retaining wall, drainage and other contingent work.

their own volition in their recess periods, the boys playing with the boys, and the girls playing with the girls.

Youth is the time for study and preparation for future life work. Boys and girls should study and play apart from each other, or largely apart from each other. This is the only way in which they can receive a proper, thorough education and training for life's duties and responsibilities. Sex dalliance and philandering prevent this training.

**THE STUDENT  
PRINCE**  
IN OLD HEIDELBERG

Novarro, the great Star of "Ben Hur" as the gallant Prince who loved a peasant maid. Norma Shearer as the peasant girl who snatched one glorious moment of love.

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THE famous operetta brought to the screen, brilliant with laughter and tears, by the wizardry of the eminent director Ernst Lubitsch!  
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At 2.30, 5.00, 7.15 & 9.30.

ALICE JOYCE  
NEIL HAMILTON  
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VIVID! THRILLING! POWERFUL!  
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You'll cheer at the exciting scenes in this extraordinarily entertaining story of love and the turf!

In Old Kentucky  
With JAMES MURRAY, HELENE COSTELLO.  
AT THE STAR FINAL SHOWINGS TO-DAY  
Continuous 2.30 to 11.15.